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BASINGSTOKE AND DEANE CYCLE FEASIBILITY STUDY

PROJECT REPORT

KEMPSHOTT
WOOTTON ST. LAWRENCE
BASINGSTOKE

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BASINGSTOKE AND DEANE CYCLE FEASIBILITY STUDY

Basingstoke and Deane Borough Council

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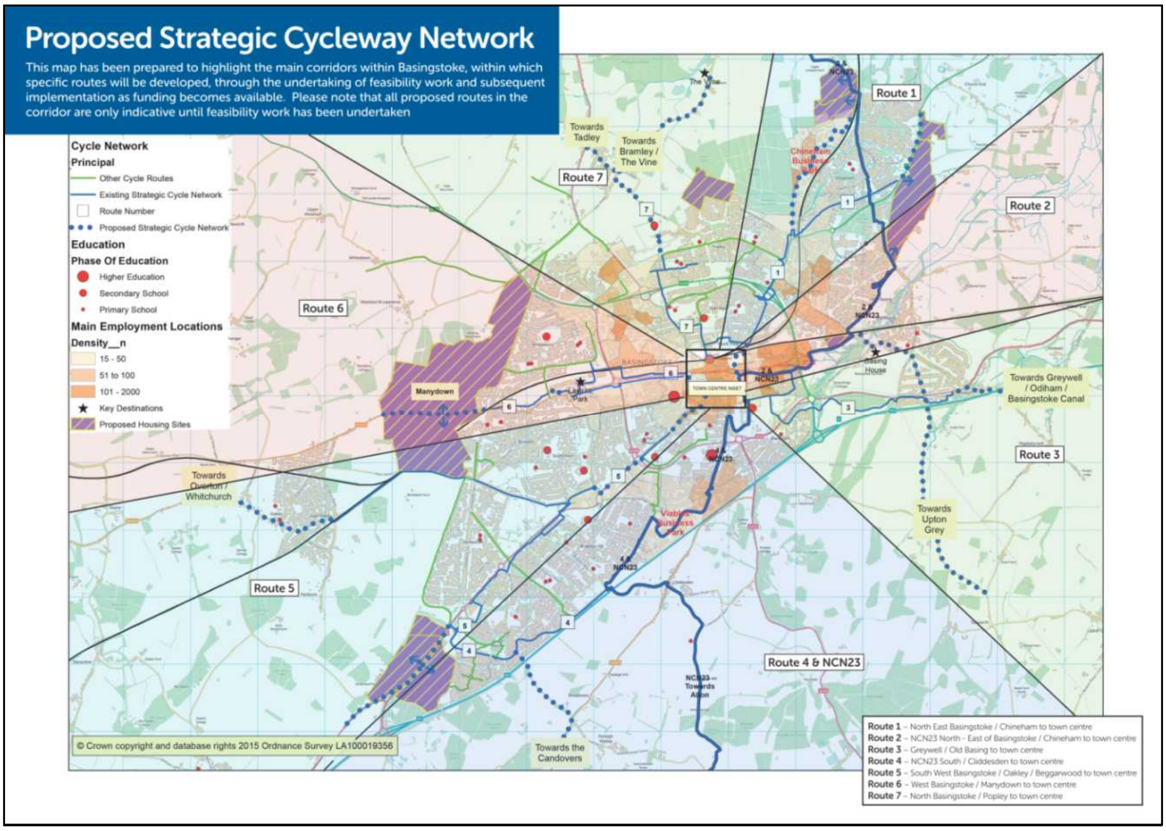
1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 WSP | Parsons Brinckerhoff have been commissioned to carry out a feasibility study into provision of a route for cyclists along two corridors into Basingstoke town centre, as well as routes through the town centre. This study seeks to identify opportunities to improve provision for cyclists across Basingstoke, capitalising on existing provision for cyclists.

1.1.2 The Basingstoke & Deane Borough Council Cycle Strategy adopted in March 2016 included a Proposed Strategic Cycle Network. This is a radial network to link the outlying areas of Basingstoke into the town centre as shown in Diagram 1.1 below.

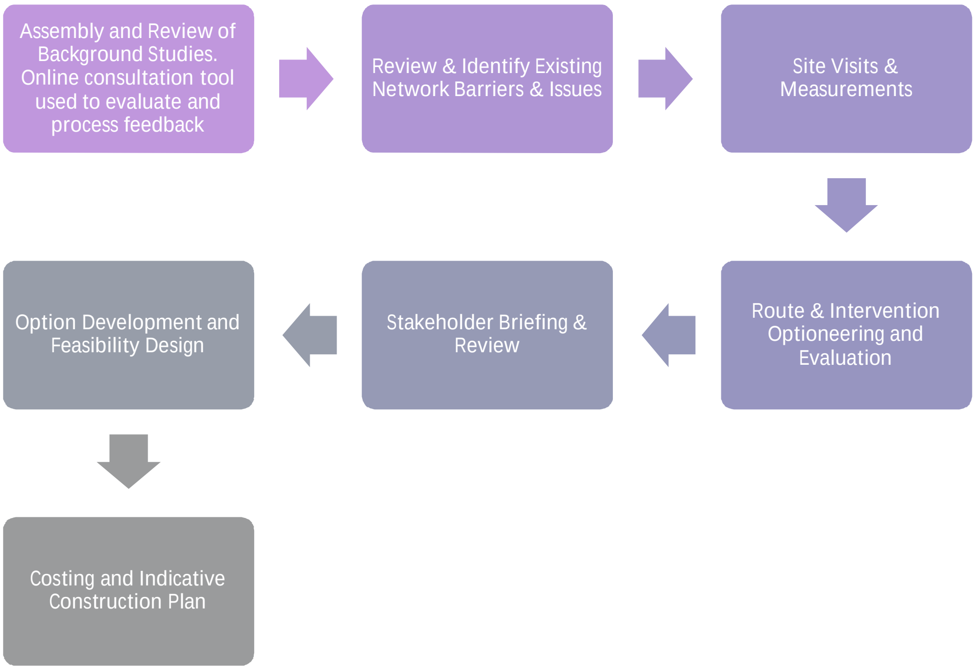
Diagram 1-1 Proposed Strategic Cycle Network


Proposed Strategic Cycleway Network
This map has been prepared to highlight the main corridors within Basingstoke, within which specific routes will be developed, through the undertaking of feasibility work and subsequent implementation as funding becomes available. Please note that all proposed routes in the corridor are only indicative until feasibility work has been undertaken
Cycle Network
Principal
Other Cycle Routes
Existing Strategic Cycle Network
Route Number
Proposed Strategic Cycle Network
Education
Phase Of Education
Higher Education
Secondary School
Primary School
Main Employment Locations
Density__n
15 - 50
51 to 100
101 - 2000
Key Destinations
Proposed Housing Sites
Towards Tadley
Towards Bramley / The Vine
The Vine
Route 7
Route 1
Route 2
Route 6
Manydown
Towards Greywell / Odiham / Basingstoke Canal
Route 3
Towards Overton / Whitchurch
Towards Upton Grey
Route 5
Route 4 & NCN23
NCN23 Towards Alton
Towards the Candovers
TOWN CENTRE INSET
NCN23
© Crown copyright and database rights 2015 Ordnance Survey LA100019356
Route 1 – North East Basingstoke / Chineham to town centre
Route 2 – NCN23 North - East of Basingstoke / Chineham to town centre
Route 3 – Greywell / Old Basing to town centre
Route 4 – NCN23 South / Cliddesden to town centre
Route 5 – South West Basingstoke / Oakley / Beggarwood to town centre
Route 6 – West Basingstoke / Manydown to town centre
Route 7 – North Basingstoke / Popley to town centre

1.2 STRUCTURE

1.2.1 The chapters of this report follow the methodology used to determine the preferred interventions, as set out in Diagram 1-2.

Diagram 1-2 Study Methodology


Assembly and Review of Background Studies. Online consultation tool used to evaluate and process feedback
Review & Identify Existing Network Barriers & Issues
Site Visits & Measurements
Route & Intervention Optioneering and Evaluation
Stakeholder Briefing & Review
Option Development and Feasibility Design
Costing and Indicative Construction Plan

1.2.2 The structure of the feasibility study is as follows:

- Policy Background and Study Objectives;
- Study Scope and Study Objectives;
- Background Information and Existing Situation;
- Appraisal Criteria;
- Route Optioneering;
- Stakeholder Engagement;
- Proposed Option;
- Road Safety Audit;
- Costing;
- Outline Delivery Plan; and
- Conclusions

2 POLICY BACKGROUND AND STUDY OBJECTIVES

2.1 INTRODUCTION

2.1.1 This section sets out the policies and guidance, both on a national and local level, which have steered this study.

2.2 PLANNING POLICY AND GUIDANCE

NATIONAL POLICY PLANNING FRAMEWORK

2.2.1 The UK Government policy, set out in National Policy Planning Framework (NPPF) states, where possible, greater priority should be given to walking and cycling over private motorised transport modes. NPPF also requires local authorities to identify routes where infrastructure improvements could be made to widen travel choice options.

DRAFT CYCLING AND WALKING INVESTMENT STRATEGY

2.2.2 The Draft cycling and walking investment strategy sets out the Governments ambition to:

> *"…to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"*

2.2.3 They seek to achieve this through three methods:

- Better safety – making cycling safer through reducing the severance effect of roads, reduced speeds and creating streets where cyclists and pedestrians feel they belong;
- Better mobility – offering world class cycling facilities, a denser network of routes and safe paths along busy routes; and
- Better streets – streets designed for people not vehicles, more routes through green spaces and better public realm.

HAMPSHIRE COUNTY COUNCIL LOCAL TRANSPORT PLAN

2.2.4 Hampshire County Council Local Transport Plan was adopted in February 2011 and is formed of two parts; a 20 year strategy of how transport in the county will develop and a three year implementation plan.

2.2.5 The 20 year strategy contains the main transport objectives for the county. The policies objectives which are relevant to this study are:

- Policy Objective 9: Introduce the ‘shared space’ philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;
- Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being;
- Policy Objective 14: Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.

2.2.6 The strategies chapter on North Hampshire highlights the challenges that Basingstoke faces with a high level of car ownership. 44% of households have access to two or more vehicles compared to 29.4% nationally. This level is rises to around 70% for outer areas of Hatch Warren and Chineham. This is against a background of congestion at peak times.

2.2.7 The current implementation plan covers the period April 2014 to March 2017. It identifies the success already achieved using Local Sustainable Transport Fund (LSTF) funded interventions and wherefuture funding could be sought.

HAMPSHIRE COUNTY COUNCIL CYCLING STRATEGY

2.2.8 Hampshire’s cycling strategy, approved in 2015, provides a clear statement of the counties aspirations for cycling and highlights it as a key catalyst for growth. It sets out five cycling objectives:

- 1. To make cycling a daily travel choice for more people;
- 2. To reduce cyclist casualties and safety concerns;
- 3. To encourage regular cycling as part of a healthy lifestyle;
- 4. To enable more people to enjoy Hampshire by cycling; and
- 5. To ensure an appropriate balance between the needs of all road users.

2.2.9 And five cycling challenges:

- 1. Realising the unmet potential of cycling for daily trips;
- 2. Protecting cyclists and changing perceptions of safety;
- 3. Increasing levels of physical activity amongst children and adults;
- 4. Making recreational cycling opportunities more accessible; and
- 5. Encouraging cycle event organisers to manage their events responsibly

BASINGSTOKE AND DEANE CYCLING STRATEGY

2.2.10 Basingstoke and Deane Borough Council adopted a Cycling Strategy in March 2016, which sets out a vision for cycling in Basingstoke & Deane and is intended to: 'Create an environment that is a safe, attractive and practical choice for cyclists in the borough so that more people are enabled to cycle safely in the area and to encourage a shift towards more sustainable transport choices and healthy lifestyles.' It seeks to achieve this through a number of aims:

1. **Creating New Routes, Linkages** – seeking opportunities to develop new routes and improved linkages from residential areas to key services, whilst improving permeability for cyclists to overcome existing barriers;
2. **Improvements in Other Facilities** – recognising the other facilities that the Borough currently benefits from, such as BMX tracks, and the scope for providing new facilities to encourage participation in cycling including for off-road training or sports facilities;
3. **Safer Cycling** – ensuring infrastructure is well designed and takes into account the needs of cyclists, prioritising routes as appropriate and providing road safety education;
4. **Improvements to Cycle Parking** – identifying locations for additional cycle parking facilities and positioning them to maximise security;
5. **Promotion and Encouragement** – raising awareness of cycling and its benefits in addressing issues such as obesity and medical conditions amongst the community;
6. **Maintenance and Signage** – ensuring existing and any future facilities are well maintained through a regular and pro-active approach, with clear signage.

2.2.11 The Cycle Strategy identifies key short term actions achieve these aims which are summated below in Table 2-1.

Table 2-1 Basingstoke and Deane Cycling Strategy Short Term Actions

THEME	KEY ACTIONS
Connectivity and Permeability	Undertake feasibility work on each of the identified corridors
	Undertake feasibility work to address barriers within the town centre
	On-going implementation of policy / guidance / advice
Improvements in Other Facilities	Consider access issues as a component of corridor feasibility work
	Engage with funding bodies / landowners around the scope for additional facilities
Safer Cycling	Ensure latest design guidance is used in considering new development
	Support for road safety training schemes
Cycle Parking	Work with operators to provide additional parking at key destinations
	Secure the provision of improved / additional cycle parking in the town centre
Promotion and Encouragement	Maintain involvement in Bike Week
	Hold annual cycling forum involving local cycling representatives and HCC
	Publish a new cycle network map
Maintenance and Signage	Highlight on-line report faulting tool on website

2.2.18 It also sets out medium term and long term actions for each theme. The actions set out for better Connectivity and Permeability shown in Table 2-2 are pertinent to this study.

Table 2-2 Basingstoke and Deane Cycling Strategy Medium and Long Term Connectivity and Permeability Actions

Short / Medium Term (up to five years)	Long Term (up to ten years)
Undertake feasibility work on each of the identified corridors on the Strategic Network	Undertake feasibility work on each of the identified corridors on the Strategic Network
Work up / prioritise a list of cycle route improvements based on the proposed strategic cycle network	Construct new links identified in Strategy
Undertake feasibility work to address barriers within the town centre	Improve cycle access to outlying communities
Improve cycle access to and within new developments	Improve cycle access to and via new developments
Produce new cycle map for town and Borough	Complete “missing links” from 2010 HCC report
Work with communities to help achieve improvements in facilities in settlements outside of Basingstoke	Improve cycle access to rail/bus stations, including HCC’s Basingstoke Railway Station Plan
Formalise the list of identified barriers and consider their inclusion in the list of schemes held by HCC	Improve cycle access to Schools/Colleges
Implementation of funded improvement schemes using Local Growth Fund	Improve cycle access to existing and new hospitals

2.2.19 The Cycling Strategy identified a Strategic Cycling Network across the Town. This defined a series of routes radiating from the town centre, linking key destinations and each corridor within the town, including the main development sites in the Local Plan. Its ultimate target is by 2021 to double the number of trips to work made by bicycle and double the number of bikes travelling over the identified cycle counters in Basingstoke.

2.3 PROPOSED DEVELOPMENTS

2.3.1 There are several developments proposed within or adjacent to Basingstoke. As identified within the policy review, future development should encourage travel by sustainable modes of travel. Furthermore developer contributions will assist in funding of sustainable travel initiatives such as those proposed within this report.

2.3.2 The developments listed below and their proposed infrastructure improvements have been taken into consideration in development of this cycle strategy and are shown in Appendix A and summarised below:

HOUNSOME FIELDS

2.3.3 Hounsome Fields scheme comprises of 750 dwellings for residential use, a primary school, a neighbourhood centre along with an area of open space. In addition to the mix dwelling sizes and types, provisions will be made for a proportion of self-build units and a permanent pitch/plot to meet identified accommodation needs of travellers within the borough. Other provision includes local shop facilities, indoor sports facilities, a school and a nursery.

2.3.4 Measures to mitigate the impact of development on the local road network include improvements to the A30 corridor. Also, appropriate green space including allotments to meet local needs in line with the councils adopted standards will be provided, to link the existing green infrastructure network.

KENNEL FARM

2.3.5 Kennel Farm consists of 310 residential dwellings, new access from Winchester Road (A30) and a new pedestrian link from Winchester Road, including internal access roads with open space areas and landscaping. It will provide measures to mitigate the impact of development on local road network, including the A30 corridor and improvements at Kempshott Roundabout. Improvements will be made for the pedestrian/ crossing facilities across the adjacent section of the A30, enabling access to services to the east. In addition, appropriate green space to meet local needs, in line with the councils adopted standards, including amenity of the footpath along the western site boundary, will be included.

BASINGSTOKE GOLF COURSE

2.3.6 The Golf Course development will make provision for approximately 1,000 dwellings including a community centre, local shops and sports facility which will include playing pitches. This will also provide a comprehensive development associated with the Kennel Farm and Hounsome Fields allocations.

RAZORS FARM

2.3.7 Razors Farm comprises of 425 residential dwellings, public open space, associated landscaping and two new vehicular accesses from Crockford Lane. Internal shared use paths are proposed which will connect to the adjacent main roads. Green spaces including green links to Cufaude Lane and a central green space have been included within the masterplan.

CRITICAL CARE HOSPITAL

2.3.8 Construction of a critical treatment hospital including a cancer treatment centre. The new hospital will be accessed via a new roundabout on the A30.

SWING SWANG LANE

2.3.9 This site will deliver 100 dwellings and provide connections to the existing cycle and pedestrian routes with direct access to Eastrop Park, Basing View and the Town Centre.

REDLANDS & LAND EAST OF BASINGSTOKE

2.3.10 Redlands comprises of up to 165 dwellings with measures to mitigate the impact of development on the local road networks, including improvements to the A33 corridor and accessibility for non-car transport modes will be improved. The total area of the site is 9.4 hectares.

2.3.11 The Land East of Basingstoke will make provision for 450 dwellings and a primary school. It will also include measures to improve accessibility by non-car modes including provision of internal walking and cycling routes linking with the strategic cycle network.

MANYDOWN

2.3.12 This 290 hectare site will deliver a high quality mixed use development comprising approximately 3,400 dwellings, local shopping and healthcare facilities and two primary schools. Land will also be reserved for the phased provision of a secondary school if required.

2.3.13 Also included are measures to mitigate the impact on the local road network and include measures to improve accessibility by non-car transport modes through the provision of internal walking and cycling routes linked to those already existing externally - providing direct access to the town centre.

UPPER CUFAUDE FARM

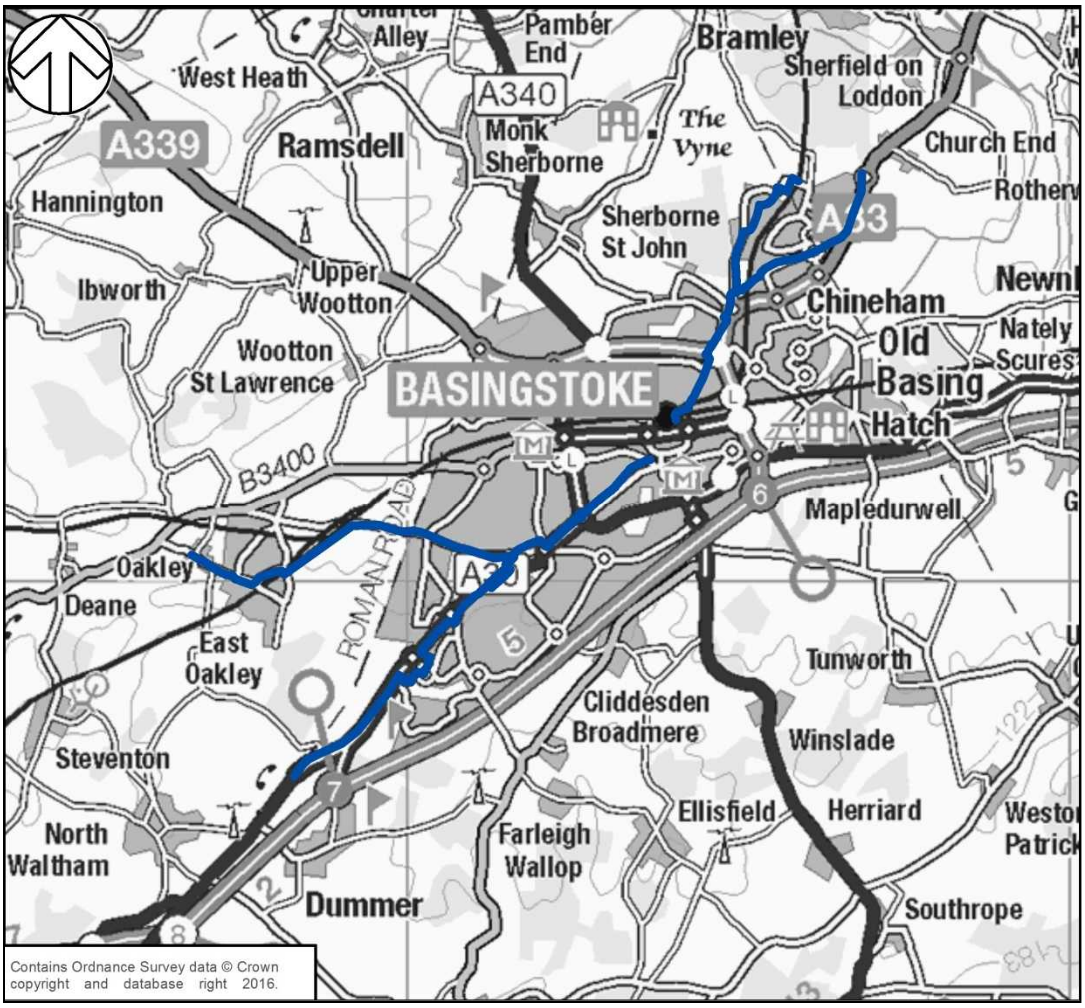
2.3.14 This site will make provision for approximately 390 dwellings including a community centre and a primary school if required by the education authority. It will also include measures to improve accessibility by non-car modes including the provision of internal walking and cycling routes linked to those existing externally as well as providing access to the potential railway station at Chineham.

3 STUDY SCOPE AND OBJECTIVES

3.1 SCOPE OF STUDY

3.1.1 Basingstoke and Deane have chosen to focus on Corridors 1 and 5 from their Proposed Strategic Cycle Network, as well as links through the town centre as shown in Diagram 3.1. Both these corridors will link much of current and future development proposed within Basingstoke to the town centre and other key destinations. Furthermore, as highlighted in the policy review, levels of car ownership in Chineham at the northern end of Corridor 1 and Hatch Warren at the southern end of Corridor 5 are significantly greater than UK average.

Diagram 3-1 Study Corridors


West Heath
Alley
Pamber End
Bramley
Sherfield on Loddon
A339
A340
Ramsdell
Monk Sherborne
The Vyne
Church End
Hannington
Sherborne St John
A33
Ibworth
Upper Wootton
Chineham
Newnham
Nately Scures
Wootton St Lawrence
BASINGSTOKE
Old Basing
Hatch
B3400
Mapledurwell
Oakley
Deane
ROMAN ROAD
A30
East Oakley
Tunworth
Cliddesden
Broadmere
Winslade
Steventon
Ellisfield
Herriard
North Waltham
Farleigh Wallop
Weston Patrick
Dummer
Southrope

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3.2 STUDY OBJECTIVES

3.2.1 Basingstoke and Deane Borough Councils' objectives for this study are to seek to connect residential areas with key destinations by providing direct, continuous, convenient cycle route or linkages. Their focus is on the creation of Strategic Cycling Network, developed through the corridors to provide radial routes from the town centre.

3.2.2 Improved connections will also focus on the following destinations:

- Employment areas and schools to encourage cycling to work and school;
- Key public transport interchange at Basingstoke rail station to capitalise on the high level of rail use and encourage cycling as part of longer multi-modal journeys; and
- Other key services such as health, shopping, libraries and leisure activities to encourage cycling as a mode of transport to access key services.

3.2.3 Sustrans Core Principles for High Quality Design which are discussed further in Chapter 5 will also be guiding principles in the development of this study. They are:

- Safety;
- Directness;
- Comfort;
- Coherence; and
- Attractiveness.

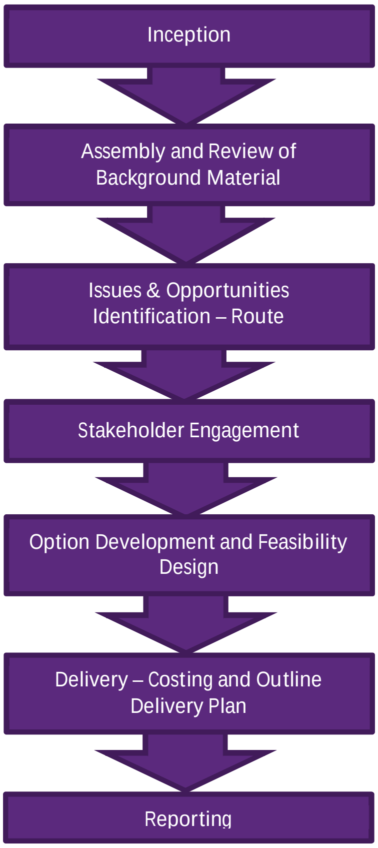
3.3 STUDY METHODOLOGY

3.3.1 The feasibility and options for improvements to direct cycling routes and connections to Basingstoke town centre, within Corridors 1 and 5, linking strategic sites in the south west of Basingstoke and Chineham areas with the town centre, as set out in the BDBC Cycle Strategy will be investigated. We will also examine options for improving across town connectivity and links with key facilities in the centre of Basingstoke.

3.3.2 The particular constraints and barriers to cycling, as identified in the Basingstoke & Deane Cycle Strategy, have been noted and we will ensure these are considered when designing and recommending new routes and infrastructure. Topographical and environmental issues will also be reviewed when considering improvements and this will assist in facilitating risk identification and mitigation measures.

3.3.3 Routes recommended will be technically feasible and realistic, in relation to the available funding.

3.3.4 The adjacent flow diagram sets out our proposed approach to undertaking the study:


Inception
Assembly and Review of Background Material
Issues & Opportunities Identification – Route
Stakeholder Engagement
Option Development and Feasibility Design
Delivery – Costing and Outline Delivery Plan
Reporting

4 BACKGROUND INFORMATION AND EXISTING SITUATION

4.1 INTRODUCTION

4.1.1 This section examines the existing situation along both corridors and within the town centre. It also examines future proposals for infrastructure improvements by both developers and Hampshire County Council along both corridors.

4.2 SITE WALKOVER AND AUDIT

4.2.1 Two site visits were undertaken on foot to examine existing provision, identifying any barriers, taking measurements. This was followed up by a visit to Corridor 1 and the town centre routes by bicycle.

4.2.2 The observations from these visits are shown in Appendix F, along with key comments from previous stakeholder engagement carried out as part of the development of the Basingstoke and Deane Cycling Strategy.

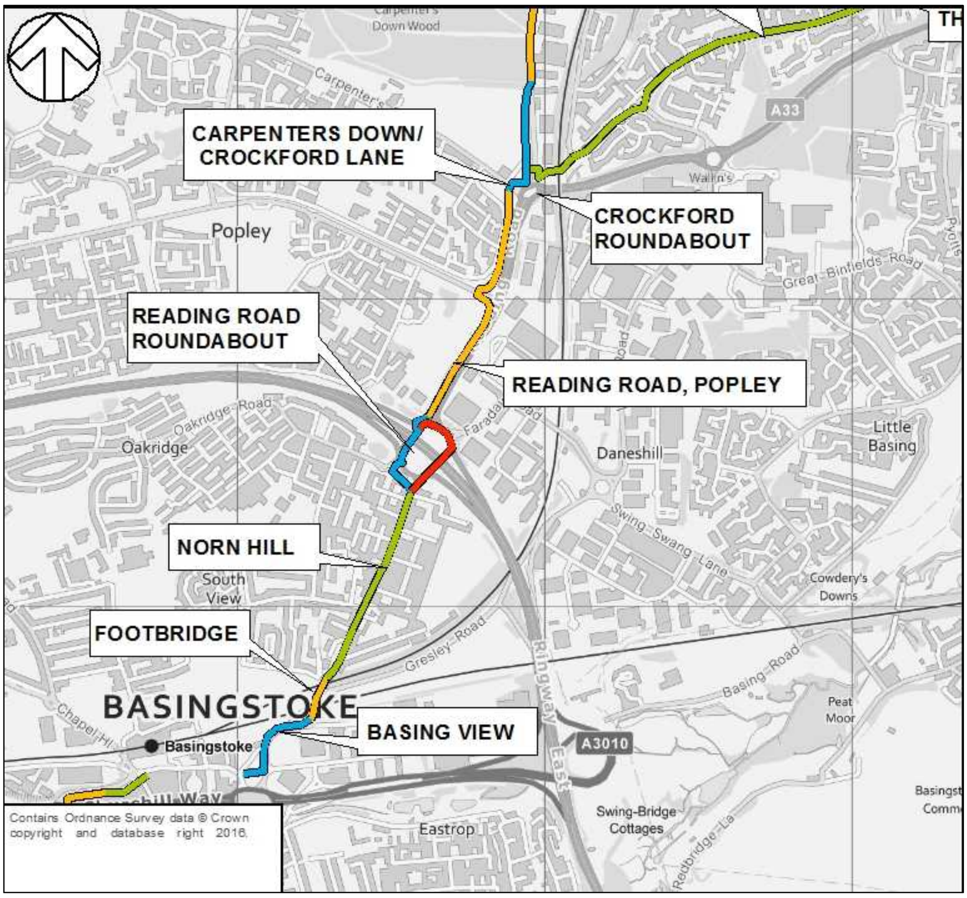
4.3 EXISTING SITUATION

CORRIDOR 1

4.3.1 Corridor 1 will link the Chineham and Sherfield Park areas of Basingstoke and Chineham Business Park to Basingstoke town centre. The proposed corridor is Y-shaped with branches splitting just north of Crockford Roundabout to go to Chineham Business Park and Chineham respectively.

4.3.2 The existing provision along Corridor 1 and its path is summarised in Appendix B. The rest of this section discusses the existing provision along Corridor 1 in further detail.

Diagram 4-1 BASINGSTOKE TOWN CENTRE TO CROCKFORD ROUNDABOUT (Colours highlight the different sections)


Carpenters Down Wood
TH
A33
CARPENTERS DOWN/
CROCKFORD LANE
CROCKFORD
ROUNDABOUT
Popley
Great Binfields Road
READING ROAD
ROUNDABOUT
READING ROAD, POPLEY
Oakridge Road
Oakridge
Faraday Road
Daneshill
Little Basing
Swing Swang Lane
NORN HILL
South View
Cowdery's Downs
FOOTBRIDGE
Gresley Road
Ringway East
Basing Road
Peat Moor
BASINGSTOKE
Chapel Hill
Basingstoke
BASING VIEW
A3010
Churchill Way
Eastrop
Swing-Bridge Cottages

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4.3.3 As shown on Diagram 4-1, Corridor 1 commences on Basing View where it will connect with the proposed town centre Route. Along both sides of Basing View there is a newly constructed 3m shared use path, which links to the footbridge over the railway. Basing View is well served by buses with up to 21 per hour in either direction. The footbridge is sufficiently wide to accommodate use by cyclists and is lit.

4.3.4 There is no existing provision along Norn Hill for cyclists. At several junctions, there are “Think Bike” signs reminding drivers turning onto Norn Hill to check for approaching cyclists. At the northern end of Norn Hill there is signage, along with dropped kerbs, directing cyclists onto the shared use path around Reading Road Roundabout. Norn Hill has several high frequency bus routes serving it with a bus every 5 minutes in each direction at its southern end. At the north of Queen Mary Avenue there are buses every 8-9 minutes in either direction.

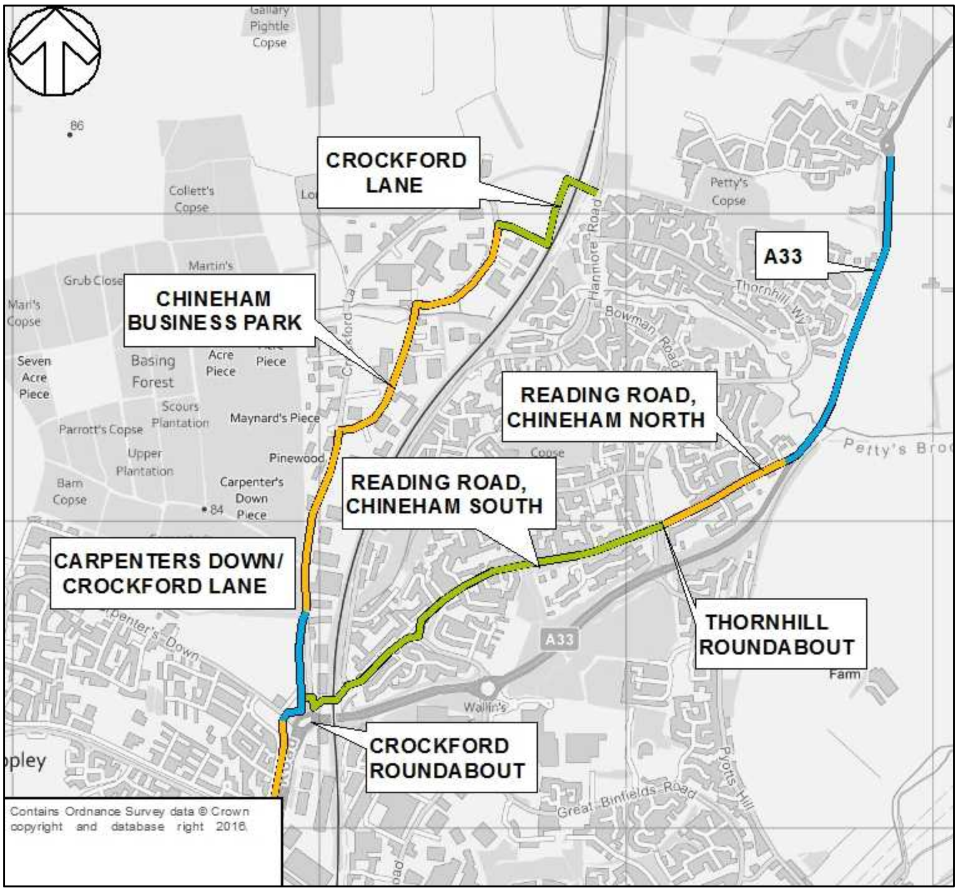
4.3.5 The shared use path around Reading Road Roundabout directs users with frequently placed directional signage to key destinations. At each traffic light controlled road crossing there is a signalised phase for cyclists, which is called during every stage.

4.3.6 There is a lit shared use path along the western side of Reading Road, between Reading Road Roundabout and Crockford Roundabout. The southern half is approximately 2.5m wide but verge creep has reduced the width to approximately 2m. Along this section of Reading Road, there are buses every 8-9 minutes in either direction.

4.3.7 At the junction with Popley Way, users can either use the subway to reach the shared path on the northern side or a newly installed staggered toucan crossing.

4.3.8 There is a 3m wide, lit shared use path from Popley Way linking it to Crockford Roundabout and Carpenters Down cycle path via a subway.

Diagram 4-2 Crockford Lane Roundabout northwards
(Colours highlight the different sections)


CROCKFORD LANE
A33
CHINEHAM BUSINESS PARK
READING ROAD, CHINEHAM NORTH
READING ROAD, CHINEHAM SOUTH
CARPENTERS DOWN/ CROCKFORD LANE
THORNHILL ROUNDABOUT
CROCKFORD ROUNDABOUT
Hanmore Road
Thornhill Way
Bowman Road
Carpenter's Down
Great Binfields Road
Pyotts Hill
Basing Forest
Petty's Copse
Popley

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4.3.9 The proposed corridor splits at this point with those heading to Chineham Business Park heading north on Crockford Road via a shared path along the western side. This continues for approximately 250m. At the terminus of the path, there is a dropped kerb and signage indicating that corridor has ended.

4.3.10 Within Chineham Business Park, there is no provision for cyclists but there is street lighting throughout the business park. A loop bus service operates through the business park every 15 minutes during the AM peak, lunchtimes and PM peak. The proposed corridor goes along Crockford Lane, onto Lime Tree Way and then back onto Crockford Lane as it leaves the business park. At Hanmore Road where it connects to NCN23 off-road route, this branch of Corridor 1 terminates.

4.3.11 The second branch of Corridor 1 connects to Reading Road via a service road between Reading Road and Crockford Lane. Users can reach it via a toucan crossing further north on Crockford Lane, necessitating an approximate 170m detour from the desire line.

4.3.12 Access to the disused road is restricted by a gate at the southern end which also stops cyclists; they must dismount and walk their bicycles around via the footway to join Reading Road.

4.3.13 There is no provision along Reading Road for cyclists. It is the main road within the Chineham area, linking to the local amenities. A bus service, with a 10 minute frequency, operates along this section of Reading Road. There are residential dwellings along the northern side with off-road parking and hence frequent driveways crossing the footway.

4.3.14 NCN23, which connects to destinations including Basingstoke town centre and Reading, intersects with Corridor 1 at Thornhill Way Roundabout. The northern section of Reading Road is a no through route for vehicles but there is a short section of footpath linking between it and the A33.

4.3.15 At present there is no provision for cyclists along A33 and the speed limit is 50mph making it an unsuitable route for cyclists. An hourly bus service currently operates on this section of the A33.

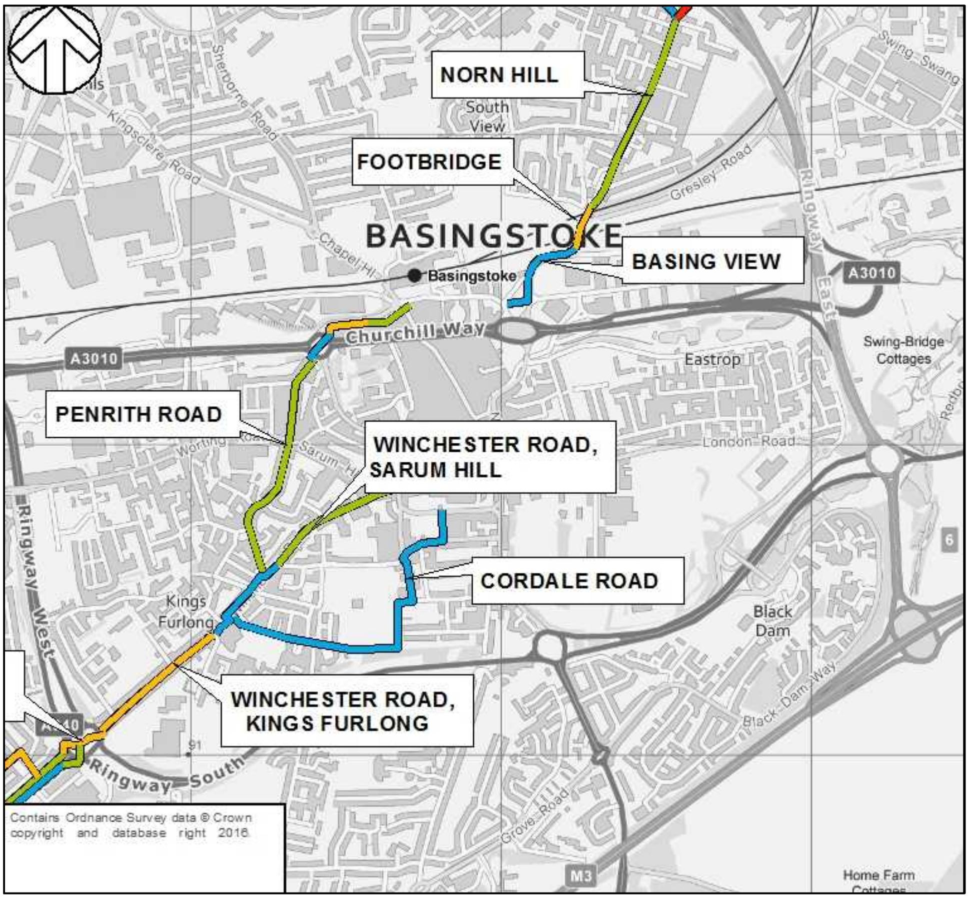
CORRIDOR 5

4.3.16 Corridor 5 will link the Hatch Warren and Kempshott areas of Basingstoke and the Village of Oakley to Basingstoke town centre. The proposed corridor is Y-shaped with branches splitting at Buckland Parade to go west to Oakley and south-west to Hatch Warren.

4.3.17 The existing provision along the Corridor 5 and its route is summarised in Appendix C. The rest of this section discusses the existing provision along Corridor 5 in further detail.

Diagram 4-3 Town Centre to Winchester Road Roundabout

(Colours highlight the different sections)


NORN HILL
FOOTBRIDGE
BASINGSTOKE
BASING VIEW
PENRITH ROAD
WINCHESTER ROAD, SARUM HILL
CORDALE ROAD
WINCHESTER ROAD, KINGS FURLONG
South View
Basingstoke
Churchill Way
A3010
A3010
Eastrop
Swing-Bridge Cottages
London Road
Black Dam
Black Dam Way
Kings Furlong
Ringway West
Ringway South
Ringway East
Sherborne Road
Kingsclere Road
Chapel Hill
Gresley Road
M3
Home Farm Cottages

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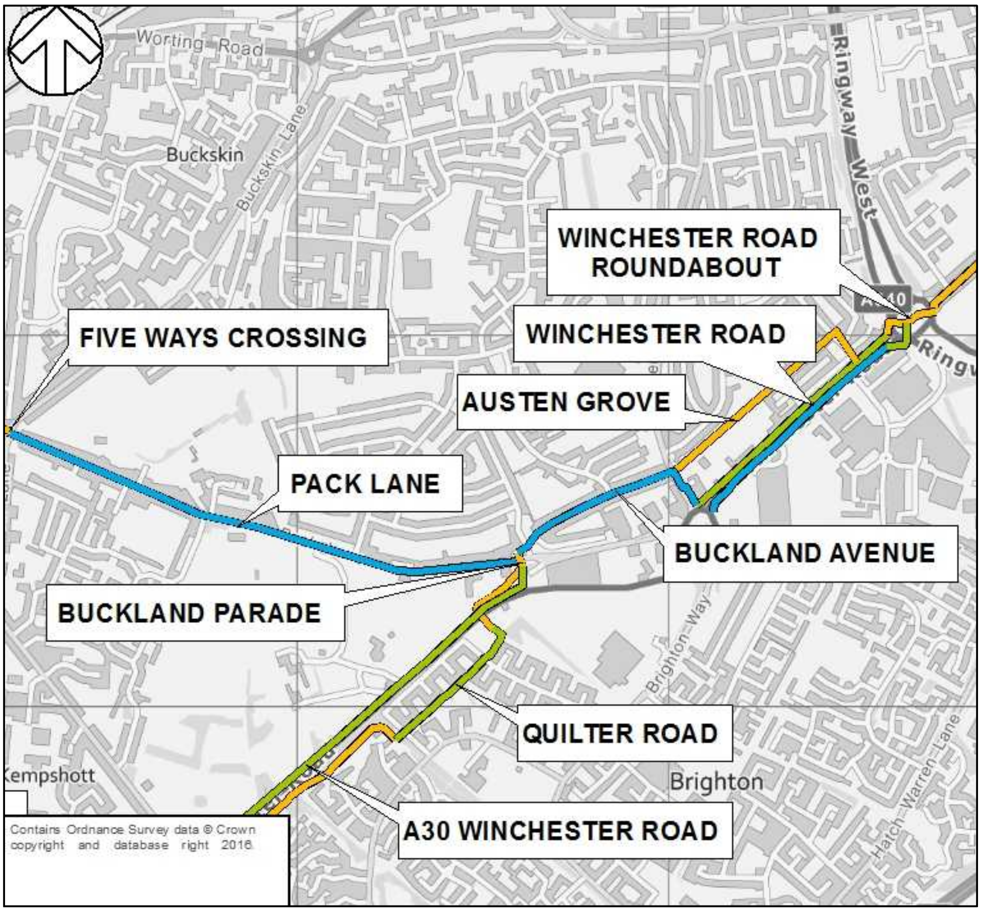
4.3.18 The Sarum Hill section of Winchester Road, as shown in Diagram 4.3, is steep with a narrow footway either on both or just one side. As Winchester Road passes through the Kings Furlong area, it widens and there are footways either side separated by verge and/or guard railing or wooden dragons' teeth. South of Wessex Close, there is a shared use path whose width varies between 1.7m and 2.3m. There is also a short section of shared use path on the opposing side. There is a frequent bus service along here with nine buses an hour in each direction.

Diagram 4-4 Winchester Road
(Colours highlight the different sections)


Worting Road
Buckskin
Buckskin Lane
Ringway West
A30
Ringway
WINCHESTER ROAD ROUNDABOUT
FIVE WAYS CROSSING
WINCHESTER ROAD
AUSTEN GROVE
PACK LANE
BUCKLAND AVENUE
BUCKLAND PARADE
Brighton Way
QUILTER ROAD
Kempshott
Brighton
Hatch Warren Lane
A30 WINCHESTER ROAD
Contains Ordnance Survey data © Crown copyright and database right 2016

4.3.19 As seen in Diagram 4.4, the shared use path on both sides connects to the subways under Winchester Road Roundabout. There are end of route signs at the entrance to both subways stopping use by cyclists. The subways and the connecting paths are lit and sufficiently wide for use by cyclists. However the connecting ramps are steep and users must make a blind 90° turn into and out of the subways.

4.3.20 Winchester Road, between the two roundabouts, is a dual carriageway with a 40mph speed limit. There are footways along both sides of Winchester Road but there is no provision for cyclists along this section. There are buses in both directions along Winchester Road every 8-10 minutes. The paths on either side cross several roads with uncontrolled crossing points. There are two staggered pedestrian crossing located along Winchester Road to allow users to cross from the northern side to southern side and vice–versa. These are near to Basingstoke Football Club and Hill View Road/Lister Road, respectively. At the entrance to Brighton Hill Retail Park, there is a staggered signalised crossing.

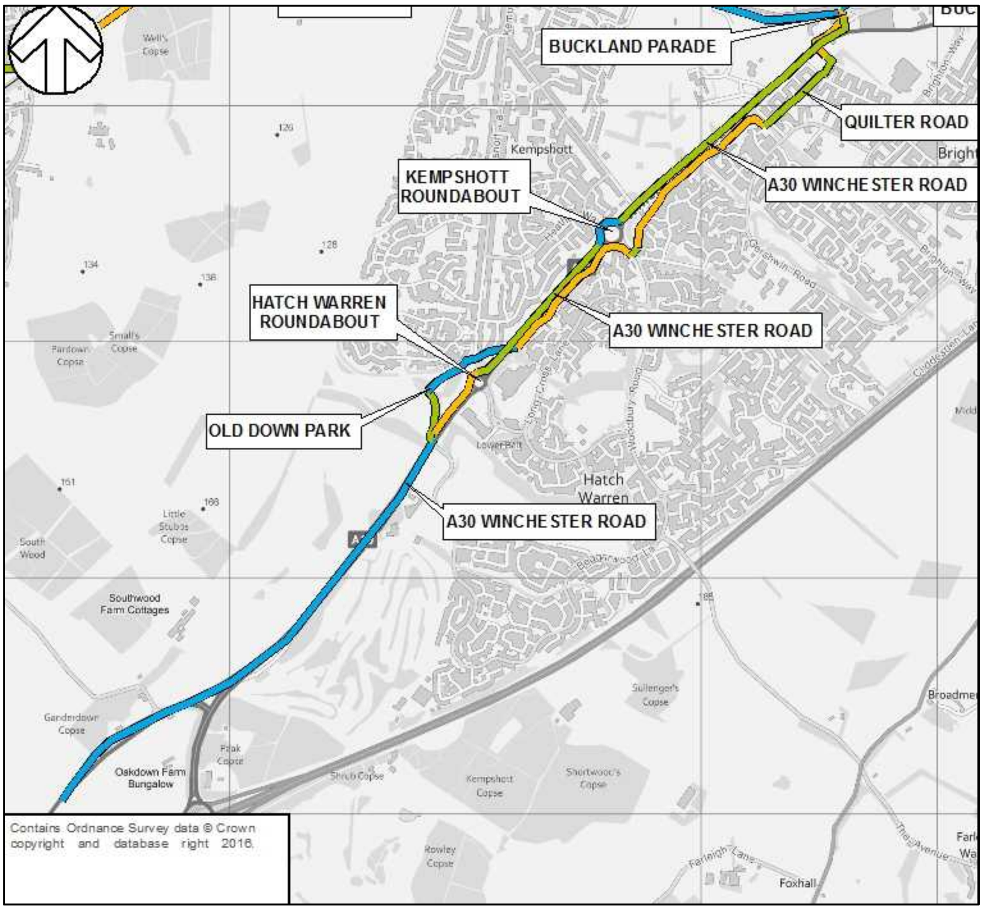
4.3.21 At Brighton Hill Roundabout, subways enable non-motorised users to navigate through the junction similar, to Winchester Road. The proposed corridor heads north up Western Way, a busy arm linking the A30 to north-west Basingstoke, and down Buckland Avenue.

4.3.22 Buckland Avenue is a wide residential street with on-road parking along both sides and an hourly bus service. At its western end, it meets High Drive a short distance from its junction with Pack Lane. Buckland Parade, which has a range of shops and takeaways, is also located close to this junction. This makes it a confusing and challenging junction for cyclists to navigate. At this point, the two branches of the proposed Corridor 5 separate, one to Oakley and the other to Hatch Warren.

4.3.23 The proposed corridor to Oakley heads along Pack Lane. This is local distributor road with housing, driveways and an hourly bus service. There is a 1.7m wide footway either side with a verge segregating it from the road. Speed cushions have been installed at several locations along Pack Lane to try to reduce speeds. At the junction of Pack Lane and Kempshott Lane, known as Five Ways, there are Advanced Stop Lines with feeder lanes, but the markings require refreshing.

Diagram 4-5 A30 Winchester Road

(Colours highlight the different sections)


BUCKLAND PARADE
QUILTER ROAD
A30 WINCHESTER ROAD
KEMPSHOTT ROUNDABOUT
A30 WINCHESTER ROAD
HATCH WARREN ROUNDABOUT
OLD DOWN PARK
A30 WINCHESTER ROAD
Kempshott
Hatch Warren
Wells Copse
Pardown Copse
Small's Copse
Little Stubbs Copse
South Wood
Southwood Farm Cottages
Ganderdown Copse
Oakdown Farm Bungalow
Sullenger's Copse
Kempshott Copse
Shortwood's Copse
Rowley Copse
Foxhall
A30

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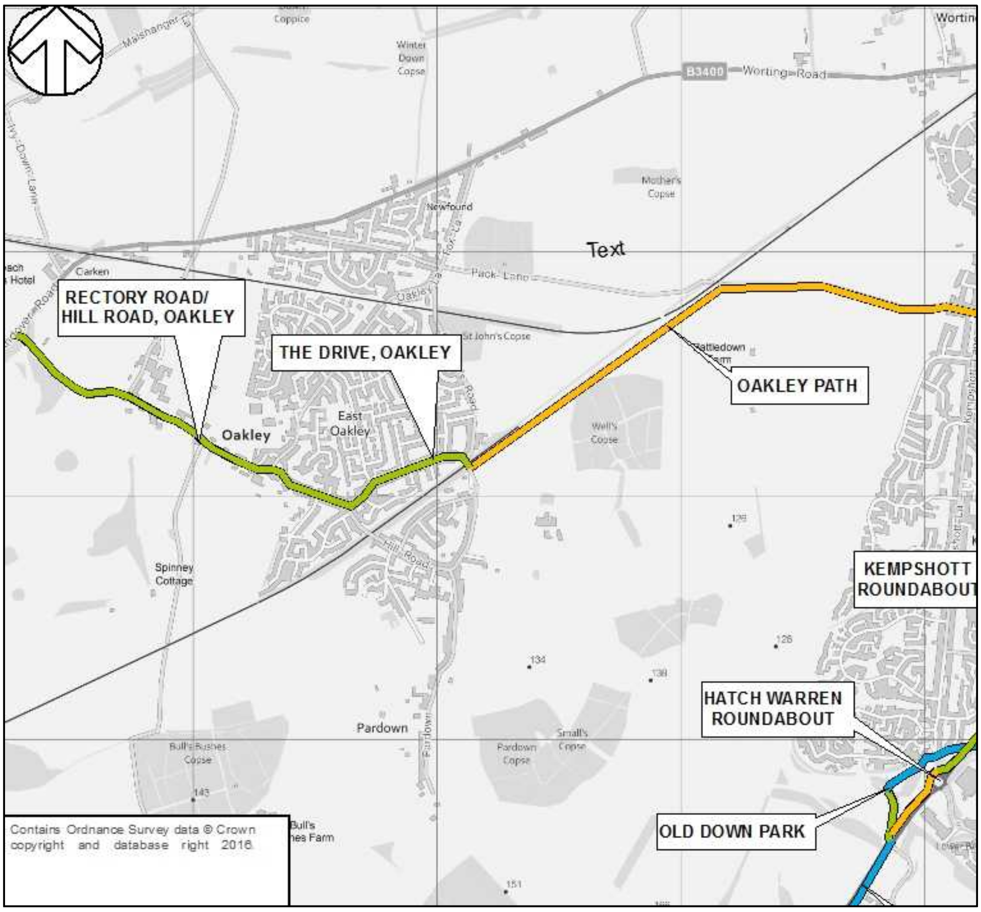
4.3.24 As shown in Diagram 4.5, the proposed course of Corridor 5, from Buckland Parade towards Hatch Warren is via an existing subway under the A30. The connecting footpath from Pack Lane is unlit. The ramp down to the subway is steep with a sharp bend, restricting forward visibility. The path then connects into the network of paths through the Quilter Road area, which are approximately 2m wide.

4.3.25 At Strauss Road, Corridor 5 will join an existing footpath which runs approximately parallel to the A30. The lit path is 3m wide and is predominately segregated from the A30 by a large hedgerow. This crosses Woodbury Road and then continues to Hatch Warren Retail Park.

4.3.26 A wide, well-lit subway links the footpath to Kempshott Lane and Old Down Park. There is an indirect path through Old Down Park to the junction of A30 Winchester Road and Beggarwood Lane. There is no existing cycle provision along the A30; however a 3m wide shared use path is being constructed as part of the Hounsome Fields development.

Diagram 4-6 Oakley

(Colours highlight the different sections)


RECTORY ROAD/
HILL ROAD, OAKLEY
THE DRIVE, OAKLEY
OAKLEY PATH
KEMPSHOTT
ROUNDABOUT
HATCH WARREN
ROUNDABOUT
OLD DOWN PARK
Text
Oakley
East Oakley
B3400
Worting Road
Pack Lane
Newfound
Carken
Spinney Cottage
Pardown
Hill Road
St John's Copse
Mother's Copse
Winter Down Copse
Bull's Bushes Copse
Pardown Copse
Small's Copse
Well's Copse
Bull's Bushes Farm

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4.3.27 There is a permissive cycle route from Pack Lane to St John's Road in Oakley which was constructed approximately 10 years ago. The path is constructed of compacted stone which in some places is poorly graded resulting in holes forming. The verges and vegetation at the sides of the path have begun to creep inwards, reducing the available width. However, the path is suitable for most types of bike and is well used.

4.3.28 The roads through the village of Oakley, shown in Diagram 4.6, are narrow with on street parking but the rural feel of the village makes it pleasant for cycling. Within the village, there is no signage, directing cyclists and pedestrians to the shared use path.

TOWN CENTRE

4.3.29 Appendix D summarises the provision in the Town Centre of Basingstoke and the connecting links. There are shared use paths leading into the Town Centre from both the east, via Glebe Gardens, and the west via Eastrop Lane. However, there are no through routes for journeys traversing the Town Centre.

4.3.30 This is primarily due to Festival Place shopping centre, which forms a barrier to east-west journeys through the northern half of the town centre. To the south of Festival Place is a pedestrianised area with further shops and restaurants. Other than a short section of bridleway, between Market Place and New Road, cyclists cannot cycle through this area. The section of bridleway however, is not signposted.

4.3.31 The road circulating the southern half of the town centre, between Timberlake Road and Eastrop Roundabout, is one way. This only allows travel in a clockwise direction for vehicles and cyclists. Bounty Road and Southern Road, to the south of the town centre are also one-way streets, similarly only allowing travel westbound, thus cyclists wishing to traverse the town centre eastbound have very limited options.

4.4 IMPROVEMENTS AS PART OF OTHER DEVELOPMENTS

4.4.1 This section sets out improvements which have been proposed along both corridors by other parties which will feed into or complement our proposals. Some of these are at an early stage of development whereas others are being implemented.

4.4.2 Other schemes, not included within the below list, should provide links to key destinations in accordance with the site specific policies in the Adopted Local Plan. These other non-identified sites should make provision as and when proposals come forward, as per policy CN9 of the Basingstoke and Deane Local Plan.

DEVELOPER-LED SCHEMES

HOUNSOME FIELDS

4.4.3 Measures put forward by the developer to mitigate the impact of the 750 dwelling development on the local road network include improvements to the A30 corridor including a shared use path along its northern side. Also, appropriate green space, including allotments to meet local needs in line with the councils adopted standards, will be provided to link the existing green infrastructure network.

KENNEL FARM

4.4.4 Kennel Farm consists of 310 residential dwellings, new access from Winchester Road (A30) and a new pedestrian link from Winchester Road, including internal access roads with open space areas and landscaping. The toucan crossing on the A30 will be improved to allow for connections to Hatch Warren.

BASINGSTOKE GOLF COURSE

4.4.5 The Golf Course development will make provision for approximately 1,000 dwellings including a community centre, local shops and sports facility which will include playing pitches. This will also provide a comprehensive development associated with the Kennel Farm and Hounsome Fields allocations.

RAZORS FARM

4.4.6 The Razors Farm development will comprise of 425 residential dwellings, with two new vehicular accesses from Crockford Lane and shared use paths connecting the development to nearby major roads and links to cycle and public transport to the adjoining business park.

CRITICAL CARE HOSPITAL

4.4.7 Construction of a critical treatment hospital, cancer treatment centre additional development including energy centre, service yard, link building and underground link. The construction will involve building a helicopter landing strip and pad, associated internal roads, car parking and landscaping together with the means of access via a new roundabout on the A30.

REDLANDS & LAND EAST OF BASINGSTOKE

4.4.8 Redlands comprises of a proposed housing capacity of up to 165 dwellings with measures proposed to mitigate the impact of development on the local road networks, including improvements to the A33 corridor, providing accessibility for non-car transport modes will be improved.

4.4.9 The Land East of Basingstoke will make provision for 450 dwellings and a primary school. It will also include measures to improve accessibility by non-car modes including provision of internal walking and cycling routes linking with the strategic cycle network.

MANYDOWN

4.4.10 This 290 hectare site will deliver a high quality mixed use development comprising approximately 3,400 dwellings, local shopping and healthcare facilities and two primary schools. Land will also be reserved for the phased provision of a secondary school if required.

4.4.11 Also included are measures to mitigate the impact on the local road network and include measures to improve accessibility by non-car transport modes through the provision of internal walking and cycling routes linked to those already existing externally - providing direct access to the town centre.

UPPER CUFAUDE FARM

4.4.12 This site will make provision for approximately 390 dwellings including a community centre and a primary school if required by the education authority. It will also include measures to improve accessibility by non-car modes including the provision of internal walking and cycling routes linked to those existing externally as well as providing access to the potential railway station at Chineham.

LOCAL AUTHORITY SCHEMES

4.4.13 Hampshire County Council (HCC) has proposals to carry out improvement works along key corridors into central Basingstoke, including the A30 and A33, to increase capacity. These schemes are anticipated to be funded by the Local Enterprise Partnership. This Table 4.2 summarises the improvements proposed. HCC scheme drawings are shown in Appendix E.

Table 4-1 Summary of Proposed HCC improvement schemes

Section (Figure No in App E)	Proposal	Benefit for cyclists
A30 Winchester Road Roundabout (Figure 1)	Provision of additional lanes on approaches and circulatory carriageway. Signalisation of 3 arms.	It may assist more confident cyclists who wish to continue on carriageway around the roundabout
A33 Crockford Roundabout (Figure 2)	Provision of additional lanes on approaches and circulatory carriageway. Signalisation of 3 arms.	It may assist more confident cyclists who wish to continue on carriageway around the roundabout. The Toucan crossing on Crockford Lane will be re-aligned to match desire line.
A33 Popley Way (Figure 3)	Dedicated left turn lane and staggered signalised pedestrian crossings. Already completed.	Phase for cyclists at junction.
Norn Hill (Figure 4)	Raised tables at junctions and new mini roundabout at junction with Queen Mary Avenue to reduce vehicular speeds.	Proposed off-road footway/cycleway along eastern side.

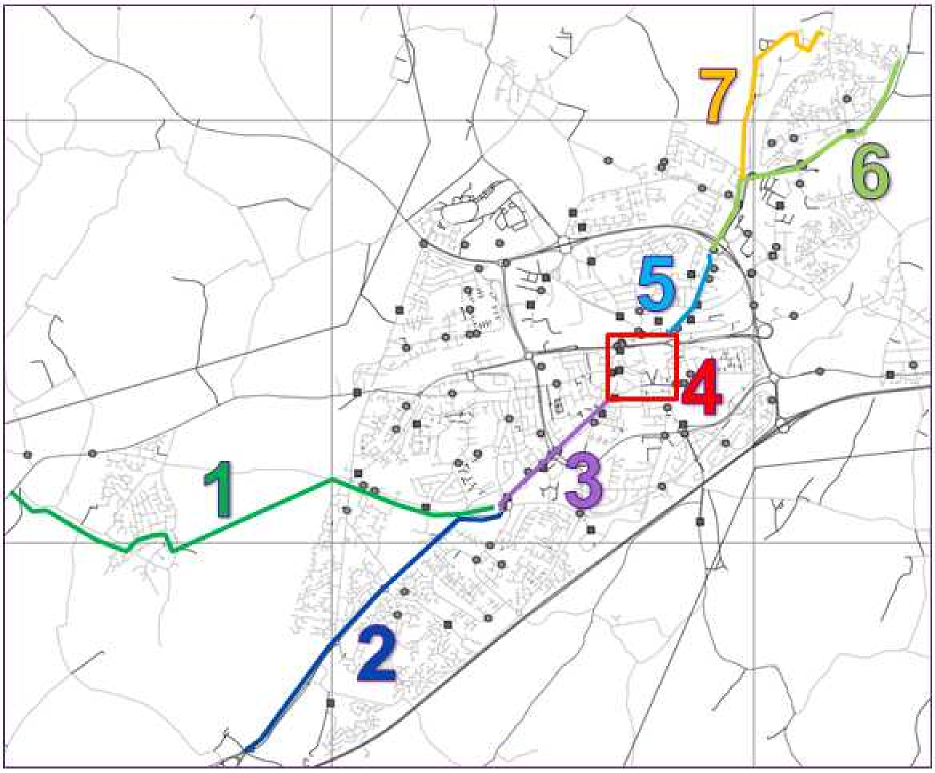
4.5 ACCIDENT DATA

4.5.1 Accident data has been compiled from Hampshire Constabulary data recorded for all reported incidents for the latest 5 year period involving cyclists. Table 4.2 summarises the accident data involving cyclists from the last five years along the proposed corridors. Diagram 4.7 maps the location of reported accidents.

Table 4-2 Recorded injuries from accidents involving cyclists (May 2011- April 2016).

Area	Slight injuries	Serious injuries
Oakley and Pack Lane	2	1
Winchester Road (between Beggarwood Lane and Brighton Hill Roundabout)	1	0
Winchester Road (between Brighton Hill Roundabout and town centre)	4	8
Town Centre	9	2
Norn Hill (between Town Centre and A33)	4	2
A33/Reading Road	2	1
Crockford Lane	0	0
TOTAL	**22**	**14**

Diagram 4-7 Adapted HCC cyclist accident map showing the locations of slight (circles) and serious (squares) injuries along the proposed corridor



OAKLEY AND PACK LANE [1]

4.5.2 There was no common causation factor for accidents along this section. Lack of visibility from a vegetated drive, bad eye-sight and unprovoked loss of balance were the main factors involved in the incidents respectively, which do not suggest any particular junctions or driver attitudes to blame.

WINCHESTER ROAD (BETWEEN BEGGARWOOD LANE AND BRIGHTON HILL ROUNDABOUT) [2]

4.5.3 Only cyclist accident recorded here involved a car hitting a cyclist while overtaking.

WINCHESTER ROAD (BETWEEN BRIGHTON HILL ROUNDABOUT AND TOWN CENTRE) [3]

4.5.4 Of the twelve accidents recorded along this stretch of the route, five accidents occurred at roundabouts from vehicles pulling out/off into the path of cyclists; three involved cars not giving cyclists sufficient space; and four involved cyclists misjudging or not seeing traffic before attempting a manoeuvre; and one featured a cyclist hitting a pedestrian.

TOWN CENTRE [4]

4.5.5 The accidents within the town centre were typically attributed to driver error but yielded few serious accidents. Five accidents occurred at roundabouts from vehicles pulling out/off into the path of cyclists; three accidents involved cars pulling out in front of cyclists in other locations; two were from reckless cyclist behaviour; and one involved a cyclist colliding with a pedestrian.

NORN HILL (BETWEEN TOWN CENTRE AND A33) [5]

4.5.6 Along Norn Hill, four accidents were recorded where cars pulled out in front of cyclists; one accident was due to a cyclist misjudging a manoeuvre; and one of the serious accidents featured a van hitting a cyclist who was travelling the opposite direction.

A33/READING ROAD [6]

4.5.7 Two accidents recorded along this stretch of Reading road involved vehicles failing to see cyclists and moving to collide with them; and the serious accident occurred when the cyclist misjudged crossing a junction during a green signal at the major Popley Way/A33 junction.

CROCKFORD LANE [7]

4.5.8 No accidents involving cyclists were reported along Crockford Lane. This may be due to the relatively low volumes of cyclist/car traffic that the route currently experiences.

4.6 TRAFFIC FLOW DATA

INTRODUCTION

4.6.1 Hampshire County Council have provided traffic flow data from the most recently available traffic count showing flow, speeds and vehicle class broken down across a week. Data about typical; congestion on the road network was also collated from online data for a Monday morning to give an indication of possible delays and where an off road/segregated cycle route might have a time advantage over a vehicle.

CORRIDOR 5

WINCHESTER ROAD A30, KEMPSHOTT

4.6.2 The 85th percentile traffic speed of inbound traffic is 50mph for Winchester Road, which is in line with the speed limit. There is no congestion for both inbound traffic towards Hatch Warren roundabout, compared to some congestion inbound towards Kempshott Roundabout. After Kempshott Roundabout, there is no congestion for inbound traffic.

OAKLEY TRAFFIC DATA

4.6.3 Pack Lane between Oakley and Kempshott has minimal congestion. There is slight congestion around Oakley and the Five Ways Junction.

4.6.4 The 85th percentile for traffic speed is 31mph for traffic traveling inbound on Pack Lane between Five Ways Junction and Brighton Hill. The speed limit on this section of Pack Lane is 30mph. However, a lower 85th percentile would be expected due to the presence of speed cushions along the length of Pack Lane. There is no traffic congestion identified along this section road.

WINCHESTER ROAD TRAFFIC DATA

4.6.5 There is congestion on the approaches to Brighton Hill Roundabout with 150m of slow moving traffic on three of its arms, and slight congestion on the northern Winchester Road arm. There is slow moving traffic on Winchester Road arms of the Winchester Road roundabout.

4.6.6 The 85th percentile speed on the section of Winchester Road roundabout adjacent to Brighton Hill Retail Park is 43mph which is slightly above the 40mph speed limit. On the section of Winchester Road though Kings Furlong, an 85th percentile traffic speed of 36mph was recorded. The speed limit on this section is 30mph demonstrating a significant speeding issue.

ROUTE 1

NORN HILL TRAFFIC DATA

4.6.7 The 85th percentile for traffic speed is 42mph. However the speed limit is 30mph which indicates a speeding issue along Norn Hill. As access is restricted at the northern end to buses and taxis there is minimal congestion along the southern section.

4.6.8 For traffic travelling northbound on the A33 towards Crockford Roundabout, there is minimal congestion. For traffic going south bound on the A33, there is no congestion until Popley Way and then there is minimal congestion.

TOWN CENTRE TRAFFIC DATA

4.6.9 There is minor congestion for traffic travelling inbound towards the town centre via Alençon Link, Basing View and Winchester Road. There is no congestion within the town centre one-way system, other than on the section of New Road approaching London Road. The 85th percentile for inbound traffic is 27mph.

4.7 KEY ATTRACTORS

4.7.1 Basingstoke and Deane Borough Councils' objectives for this study are to connect residential areas with key destinations by providing direct, continuous, convenient cycle route or linkages. Their focus is on the creation of Strategic Cycling Network, developed through the corridors to provide arterial routes.

SCHOOLS

4.7.2 Appendix G shows the schools within the study area which are within 1000m of the proposed corridor. Also shown are local roads within this area showing the local links to the corridor. A total of 39 schools are within this buffer area including 27 infant, junior and primary schools, 7 secondary schools, 3 specialist schools and 2 further education colleges.

RETAIL

4.7.3 The two corridors, and the town centre loop, which connects them, provide access to destinations across Basingstoke, as shown on Appendix H. 28 food retailers are within 1000m of the proposed corridors. Furthermore, several retail parks, home several to high street shops, are adjacent or within 500m of the proposed corridors.

4.7.4 Approximately 20 sports and fitness facilities are within 1000m of the proposed corridor. These include gyms, playing fields and tennis clubs. Three public libraries within Basingstoke are also within 1000m of the proposed corridor, including Basingstoke Discovery Centre, which is directly served by the town centre loop.

EMPLOYMENT

4.7.5 Appendix I shows the major employment areas within Basingstoke colour coded by employment numbers. Each area is labelled with the percentage of trips which are by cycle, taken from the 2011 census. Basingstoke have set a target of doubling the number of trips to work made by bicycle by 2021 from a baseline of 1,930 in 2011.

4.7.6 Appendix I shows the proposed corridors and local road network showing the connectivity to the major employment areas potentially achieved by these corridors. Around 3,500 people work at Chineham Business Park, but currently only 45 people, approximately 1.3%, cycle based on data from the Office of National Statistics taken from the 2011 Census.

4.8 SUMMARY

CORRIDOR 1

4.8.1 There is some good existing infrastructure along Corridor 1 with a shared use path between Reading Road Roundabout and Crockford Roundabout, and a shared use path along Basing View. However, there is a speeding issue along Norn Hill, which may discourage cyclists.

4.8.2 Cyclists heading to/from Sherfield Park in northern Basingstoke must currently take an indirect route into/from Basingstoke town centre as there is no provision along the A33, a 50mph road. Neither is there provision within Chineham and Hampshire International Business Parks.

4.8.3 Analysis of existing traffic data showed high flows along the A33 in particular, with moderate congestion occurring. Thus, cycling may offer time savings in comparison to vehicular travel. Where there is provision for cyclists, there are moderate levels of cyclists observed. Where there is none, much lower levels are observed.

4.8.4 The proposed Corridor 1 meets Basingstoke and Deane Borough Councils objective to improve connectivity to education, employment, retail and new development. Seven schools are located within 1000m of the corridor, connected to it via local roads. Four proposed developments are in proximity to the proposed corridor, Razors Farm, Redlands, Land of East of Basingstoke and Upper Cufaude Farm.

CORRIDOR 5

4.8.5 There is less existing infrastructure for cyclists along Corridor 5, compared to Corridor 1. However there is existing infrastructure such as wide footpaths and footways which could be upgraded. Oakley is linked to Basingstoke via a permissive, off-road cycle path which provides a pleasant route.

4.8.6 Cyclists currently cycling between Hatch Warren/Kempshott and Basingstoke must take an indirect route via residential areas or cycle along the busy A30 Winchester Road. This route takes them via some major junctions. Junction data shows that cyclists currently bypass these junctions, using the pedestrian subways.

4.8.7 There are 26 schools within 1000m of the corridor with a few directly on it. There are also two adjacent major retail parks, as well as numerous food shops meeting Basingstoke and Deane Borough Councils' objective to improve connectivity to education, employment, retail and new development. Several proposed developments are directly served by the proposed corridor, Hounsome Fields, Kennel Farm and Critical Care Hospital

TOWN CENTRE

4.8.8 At present, cyclists travelling to the town centre must park at the edge of the town centre and walk to their destination as there are no connecting routes through or around the town centre, only routes connecting into it.

5 APPRAISAL CRITERIA

5.1 INTRODUCTION

5.1.1 As discussed in Section 3, there are a number of objectives that the proposed cycle corridors should seek to meet based on the policy aspirations of Basingstoke and Deane Borough Council, in particular their Cycling Strategy adopted in March 2016. The overriding requirement to meet these objectives is to improve connectivity, therefore, both existing and proposed provision will be scored against the items below:

- Links to & across Basingstoke
- Links to employment
- Links to development
- Links to education

5.1.2 The proposals put forward should offer high quality provision for potential users therefore, the core design principles from Sustrans Principles and Processes for cycle friendly design[1] have been used to score both existing and proposed provision.

Sustrans Principles of Cycle Design:

- Safety – must be safe and seen as a safe route with due regard given to personal security and potential conflict with other users.
- Directness – provide a direct route in line with desire lines to give the quickest route preferably giving advantage over motor traffic.
- Comfort – sufficient width for predicted/current flows and offering a route free of impediments such as surface water, debris, sharp bends and other obstacles.
- Coherence – a simple to follow signposted route with consistent provision.
- Attractiveness – an attractive, well designed route in keeping with its surroundings.

5.1.3 An additional gradient criterion has also been included to factor in the impact of the several subways and bridges along the potential routes.

5.1.4 For proposed schemes additional criteria were also appraised:

- Cost – the cost of a scheme is an essential factor in assessment of the merits of a proposal as it will likely determine its viability.
- Deliverability/buildability – the deliverability or buildability of a proposed scheme is determined either by its likely impacts, e.g. significant road works, or the feasibility of constructing it, e.g. availability of sufficient space.
- Stakeholder support – the level of support from any stakeholders including non-cyclists.

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[1] http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Principles-and-Processes-31-10-14.pdf

5.2 INTERVENTIONS

5.2.1 Each corridor has been split into sections. For simplicity predominantly only large, significant improvements have been proposed. Smaller scale improvements to provide coherent, connected routes will be included in the final proposals.

5.3 INTERVENTION LEVELS

5.3.1 For each section, three levels of intervention have been put forward:

- **Bronze** – utilising existing infrastructure and making small improvements. These small improvements could include signage or maintenance work to develop a coherent route. These are "quick wins" which could be achieved in some sections with minimal cost.
- **Silver** – improvements to existing infrastructure such as surfacing or minor streetscape alterations. Larger improvements on existing routes to allow for or to encourage increased use.
- **Gold** – visible and occasionally innovative provision for cyclists. These interventions predominately involve reducing space/priority for cars, in many cases offering an alternate cycle route more suited for utility cyclists.

6 ROUTE OPTIONEERING

6.1 INTRODUCTION

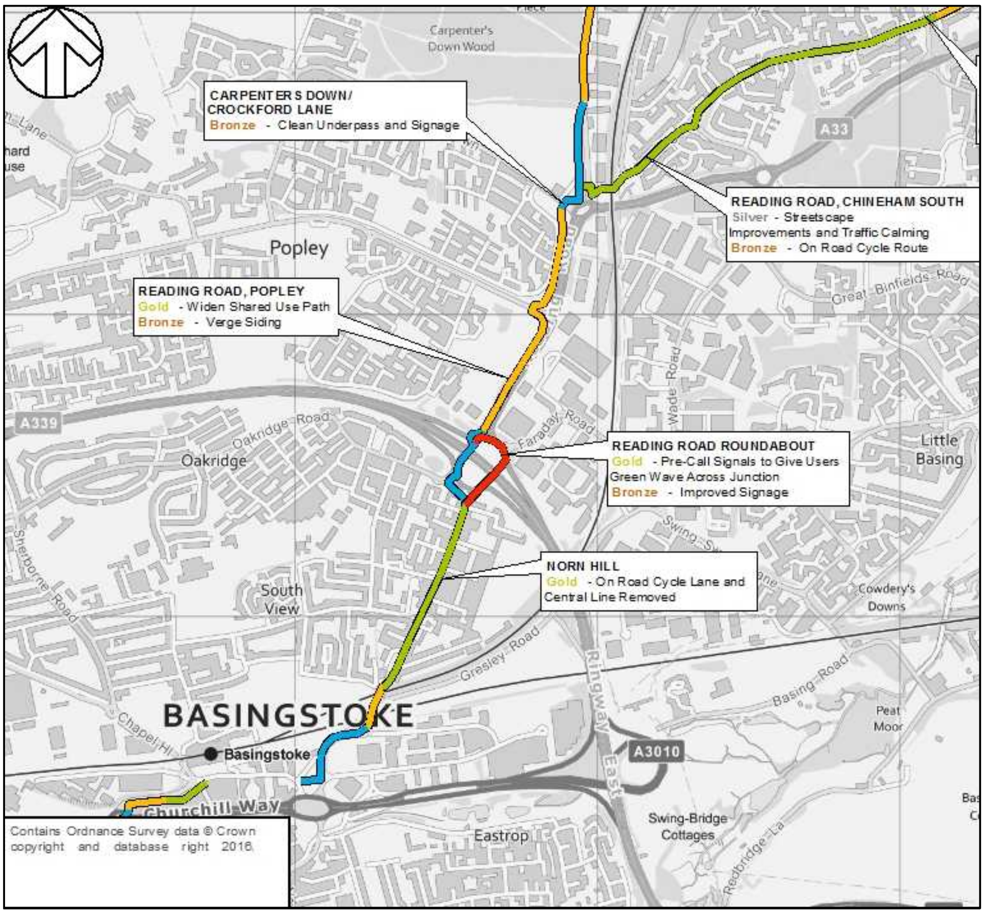
6.1.1 This section sets out the route optioneering exercise undertaken along each corridor to develop a strategy for development. Each corridor was sub-divided into appropriate sections of similar existing provision for appraisal purposes. This provision was judged against the criteria outlined below.

6.1.2 For each section, up to three levels of intervention were proposed; Bronze, Silver and Gold which are discussed later. These were also reviewed against the appraisal criteria outlined below to quantify the merits of each. For all these criteria, a simple scoring system has been applied:

5	Unacceptable
4	Poor
3	Acceptable
2	Good
1	Excellent

6.2 CORRIDOR 1

Diagram 6-1 Corridor 1 improvements, Norn Hill & Popley


Carpenter's Down Wood
Popley
A33
Great Binfields Road
A339
Oakridge Road
Oakridge
Faraday Road
Wade Road
Little Basing
Swing-Swing Lane
Cowdery's Downs
Sherborne Road
South View
Gresley Road
Ringway East
Basing Road
Peat Moor
BASINGSTOKE
Basingstoke
Chapel Hill
A3010
Churchill Way
Eastrop
Swing-Bridge Cottages
Redbridge La

CARPENTERS DOWN/ CROCKFORD LANE
Bronze - Clean Underpass and Signage

READING ROAD, CHINEHAM SOUTH
Silver - Streetscape Improvements and Traffic Calming
Bronze - On Road Cycle Route

READING ROAD, POPLEY
Gold - Widen Shared Use Path
Bronze - Verge Siding

READING ROAD ROUNDABOUT
Gold - Pre-Call Signals to Give Users Green Wave Across Junction
Bronze - Improved Signage

NORN HILL
Gold - On Road Cycle Lane and Central Line Removed

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Table 6-1 Improvement Options - Norn Hill & Popley

Section	Extents	Standard	Proposal
Basing View	From Alençon Link to Norn Hill including railway overbridge	Bronze	Improve signage
Norn Hill	From railway overbridge to Reading Road Roundabout	Gold	On road cycle lanes & remove centre line to complement HCC proposals
Reading Rd Roundabout	Reading Road Roundabout including toucan crossings	Gold	Precall signals to provide green wave to cyclists across junction
		Bronze	Improve signage
Reading Rd Popley	From Reading Road Roundabout to Carpenters Down	Gold	Widen the existing shared use path
		Bronze	Verge siding
Carpenters Down/Crockford Lane	From Carpenters Down to terminus of shared use path on Crockford Lane	Bronze	Clean subway & improve directional signage

6.2.1 Diagram 6.1 and Table 6.1 summarise the proposed options along Corridor 1 within the Norn Hill and Popley sections of the route. These proposals are discussed in greater detail below.

6.2.2 The existing shared use path along Basing View is a good existing asset so would remain as is. There is only a gold proposal for Norn Hill, to remove the centreline and provide on road advisory cycle lanes, where possible. The frequency of side roads and the poor visibility when crossing them reduce benefit of provision of a shared use path.

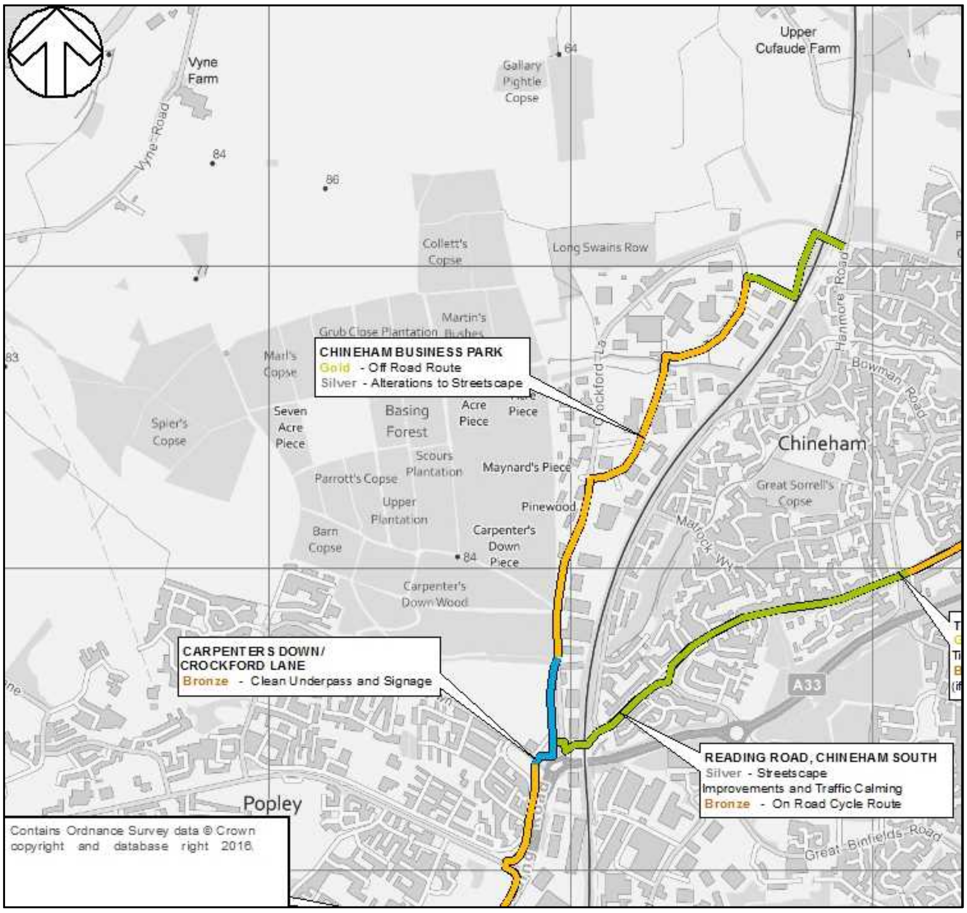
6.2.3 There is existing provision for cyclists at Reading Road Roundabout which enables them to navigate the roundabout off-road. However, cyclist movements around the roundabout are delayed due to the need to cross several arms of the roundabout.

6.2.4 The bronze proposal is to revise the signage to ensure users are taking the most direct route to their destination, crossing the road the least number of times. The gold proposal seeks to prioritise cyclist movements by giving them a green wave by detecting their movement and pre-calling the cycle phase at lights.

6.2.5 There is an existing shared use path along the western side of Reading Road towards Popley Way, however, there is only approximately 2m width available due to the adjacent verges creeping over the path. The bronze proposal is to undertake verge siding to widen it back to 2.5m. The gold proposal is to widen the shared use path to 4m to give a greater capacity.

6.2.6 Where the existing shared use path reaches Carpenters Down and Crockford Roundabout, it crosses the road via an underpass. The bronze option proposes to clean the subway, including removal of vegetation, to make it more attractive and increase forward visibility for cyclists.

Diagram 6-2 Chineham Business Park


CHINEHAM BUSINESS PARK
Gold - Off Road Route
Silver - Alterations to Streetscape
CARPENTERS DOWN/ CROCKFORD LANE
Bronze - Clean Underpass and Signage
READING ROAD, CHINEHAM SOUTH
Silver - Streetscape Improvements and Traffic Calming
Bronze - On Road Cycle Route
Vyne Farm
Upper Cufaude Farm
Chineham
Popley
Basing Forest
Hanmore Road
Bowman Road
Crockford La
A33
Great Binfields Road
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6.2.7

Table 6-2 Improvement Options - Chineham Business Park

Section	Extents	Standard	Proposal
Chineham Business Park	From terminus of Shared Use path to Hanmore Road including Lime Tree Way	Gold	Off road shared use route
		Silver	Alterations to streetscape

6.2.8 The proposed options along Corridor 1 within the Norn Hill and Popley sections of the route are summarised by Diagram 6.2 and Table 6.2 above. These proposals are discussed in greater detail below.

6.2.9 Just north of Crockford Roundabout, the two corridors branch off. There is an existing shared use path along Crockford Lane for approximately 250m. Where this terminates, two levels of intervention are proposed; silver, altering the streetscape to making it more appropriate for all users and gold, converting the existing footways to shared use paths through widening the paths and providing flush, dropped crossings at access points. Both options would offer a visible, continuous corridor from Basingstoke Town Centre and Railway Station to the Business Park.

Diagram 6-3 Chineham to Sherfield Park

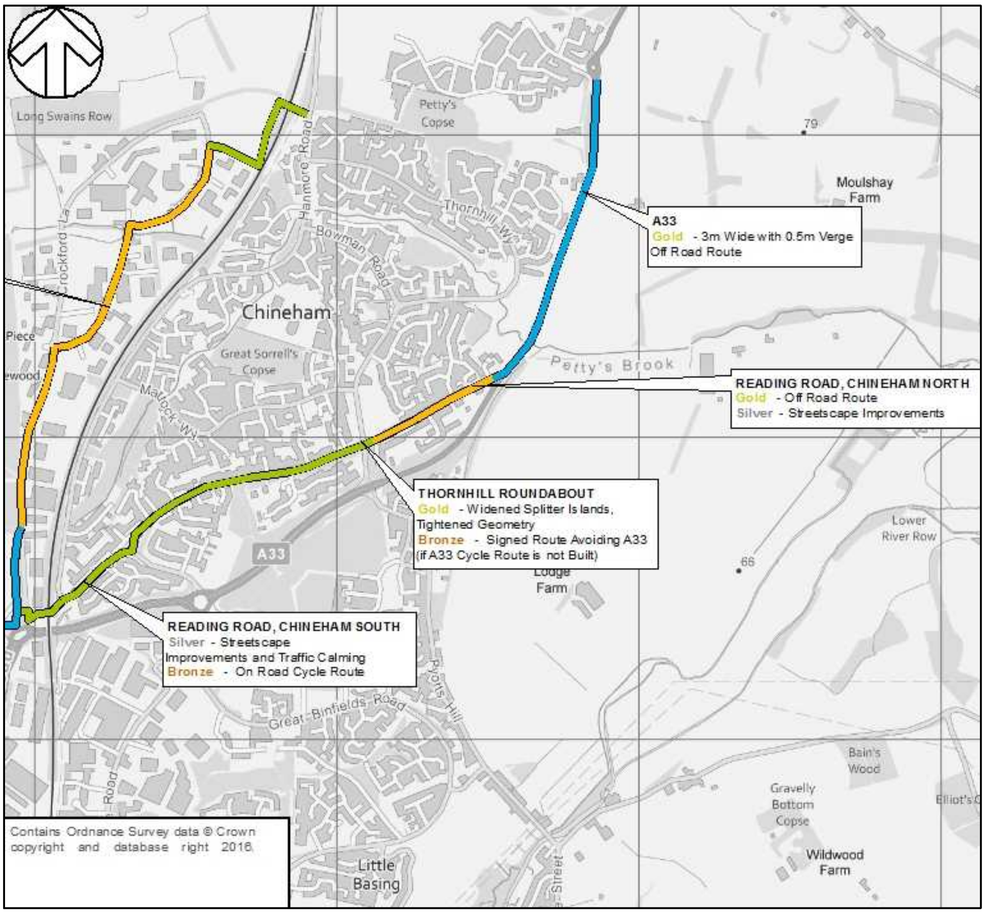
Long Swains Row
Petty's Copse
79
Moulshay Farm
Hanmore Road
Thornhill Wy
Bowman Road
Crockford La
Chineham
Great Sorrell's Copse
Piece
ewood
Matlock Wy
Petty's Brook
A33
Lodge Farm
66
Lower River Row
Great Binfields Road
Pyotts Hill
Road
Bain's Wood
Gravelly Bottom Copse
Elliot's C
Wildwood Farm
Little Basing
Street
A33
Gold - 3m Wide with 0.5m Verge
Off Road Route
READING ROAD, CHINEHAM NORTH
Gold - Off Road Route
Silver - Streetscape Improvements
THORNHILL ROUNDABOUT
Gold - Widened Splitter Islands, Tightened Geometry
Bronze - Signed Route Avoiding A33 (if A33 Cycle Route is not Built)
READING ROAD, CHINEHAM SOUTH
Silver - Streetscape Improvements and Traffic Calming
Bronze - On Road Cycle Route

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Table 6-3 Improvement Options – Chineham

Section	Extents	Standard	Proposal
Reading Road Chineham South	From Crockford Lane to Thornhill Roundabout	Silver	On road route with streetscape improvements & traffic calming
		Bronze	On road cycle route
Thornhill Roundabout	Junction of Reading Road and Thornhill Way	Gold	Widen splitter islands & tighten geometry
		Bronze	Signed on road route if A33 development off road route is not built
Reading Rd Chineham North	Between Thornhill Roundabout and A33	Gold	Off road shared use route
		Silver	Streetscape improvements with on road route
A33	From Reading Road to Gaiger Avenue	Gold	3m wide off road shared use route

6.2.10 Diagram 6.3 and Table 6.3 above summarise the proposed options along Corridor 1 within Chineham. These proposals are discussed in greater detail below.

6.2.11 The suggested bronze intervention for Reading Road, Chineham South, would be to provide an on road cycle route where achievable to provide a dedicated space for cyclists. The silver intervention would seek to change the nature of this section of Reading Road from a local distributor road to a residential street. The frequency of driveways along this road would make a shared-use path impractical.

6.2.12 NCN23 connects with Corridor 1 at Thornhill Roundabout; gold proposal would be to tighten the geometry of the roundabout to reduce vehicular speeds through it.

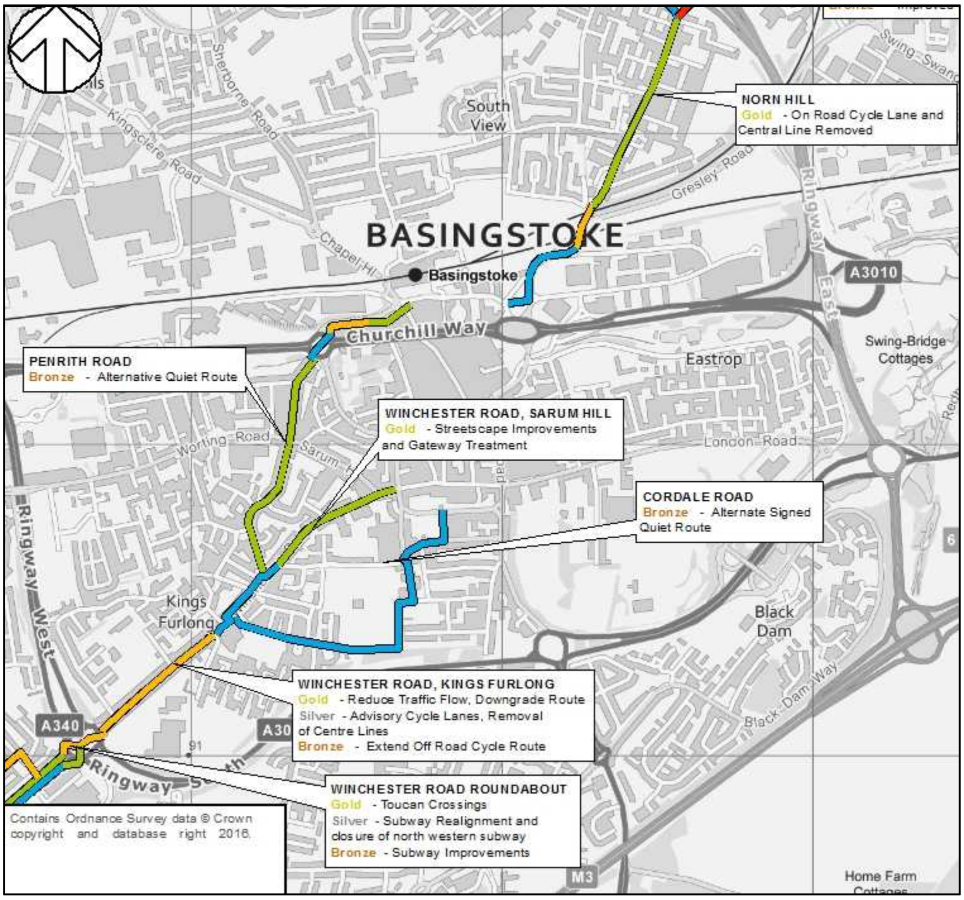
6.2.13 The northern section of Reading Road, through Chineham, is a no-through road for vehicular traffic, so traffic flows are low. The gold intervention proposed would be to convert the footway to a shared use path. The silver proposal would be to carry out a similar streetscape improvement as the southern end of Reading Road.

6.2.14 The final section of improvement is adjacent to the A33 to provide a direct link to Sherfield Park. As the A33 is a 50mph road, the only suitable provision would be a shared use path running parallel, which, due to the significant works required, would be a gold intervention. It could potentially form part of longer term improvements to the A33 overall.

6.2.15 If the route adjacent to the A33 does not come forward, it is proposed that signage is provided at Thornhill Roundabout direct users heading for Sherfield Park via NCN23.

6.3 OPTIONS – CORRIDOR 5

Diagram 6-4 Basingstoke Town Centre to Winchester Road Roundabout


NORN HILL
Gold - On Road Cycle Lane and Central Line Removed
PENRITH ROAD
Bronze - Alternative Quiet Route
WINCHESTER ROAD, SARUM HILL
Gold - Streetscape Improvements and Gateway Treatment
CORDALE ROAD
Bronze - Alternate Signed Quiet Route
WINCHESTER ROAD, KINGS FURLONG
Gold - Reduce Traffic Flow, Downgrade Route
Silver - Advisory Cycle Lanes, Removal of Centre Lines
Bronze - Extend Off Road Cycle Route
WINCHESTER ROAD ROUNDABOUT
Gold - Toucan Crossings
Silver - Subway Realignment and closure of north western subway
Bronze - Subway Improvements
BASINGSTOKE
Basingstoke
South View
Sherborne Road
Kingsclere Road
Chapel Hill
Gresley Road
Churchill Way
Worting Road
Sarum Hill
Eastrop
London Road
Ringway East
Ringway West
Ringway South
Swing-Bridge Cottages
Swing Swang
Kings Furlong
Black Dam
Black Dam Way
Home Farm Cottages
A3010
A340
A30
M3
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6.3.1

Table 6-4 Improvement Options – Basingstoke Town Centre to Winchester Road Roundabout

Section	Extents	Standard	Proposal
Penrith Road	From Winchester Road to Alençon Road	Bronze	On road route with signage
Cordale Road	From Winchester Road to New Road	Bronze	Directional Signage
Winchester Rd Sarum Hill	From Penrith Road to New Street	Gold	Streetscape improvements & gateway treatment
Winchester Rd Kings Furlong	From Winchester Road Roundabout to Penrith Road	Gold	Reduce traffic flow & downgrade route with on road advisory
		Silver	Advisory cycle lanes on road, remove centre line
		Bronze	Extend existing off road cycle route
Winchester Rd Roundabout	Between Winchester Rd South and Winchester Rd Kings Furlong	Gold	Toucan Crossings
		Silver	Subway entrance realignment & close one exit
		Bronze	Vegetation clearance and improved lighting

6.3.2 Diagram 6.4 and Table 6.4 summarise the proposed options along Corridor 5 from Basingstoke Town Centre to Winchester Road Roundabout. These proposals are discussed in greater detail below.

6.3.3 The indicative alignment for Corridor 5 was along Winchester Road. As discussed in the previous section, this section of road is narrow and thus the gold proposal put forward would be to change the streetscape, making it more appropriate for all users.

6.3.4 The bronze recommendation would be to sign two alternative routes to the southern end of the town centre and to Basingstoke Train Station respectively via quieter roads, thus avoiding the busy Winchester Road and busy junctions in the town centre.

6.3.5 There is an existing shared use path along the south side of Winchester Road through Kings Furlong which is a substandard width and can have high levels of use at peak times. The gold proposal would be to reduce traffic flow by downgrading it as a route into the town centre enabling cyclists to stay on road and maintain reasonable speeds.

6.3.6 The silver proposal also accommodates cyclists on road through the provision of advisory cycle lanes, allocating space to them and linking to the quieter road links. The bronze proposal would be to extend the existing shared use path to connect with the proposed quiet routes.

6.3.7 The Winchester Road Roundabout can be traversed by cyclists by using subways. The bronze proposal improves these to make use by cyclists easier by removing vegetation to increase forward visibility and increasing natural light within them.

6.3.8 The silver proposal realigns the approach ramps to reduce the gradient and the sharp 90° bend users must make. For both the bronze and silver options, signage would discourage cyclists from using the northern subway. The Gold Proposal replaces the subways with toucan crossings.

Diagram 6-5 Winchester Road

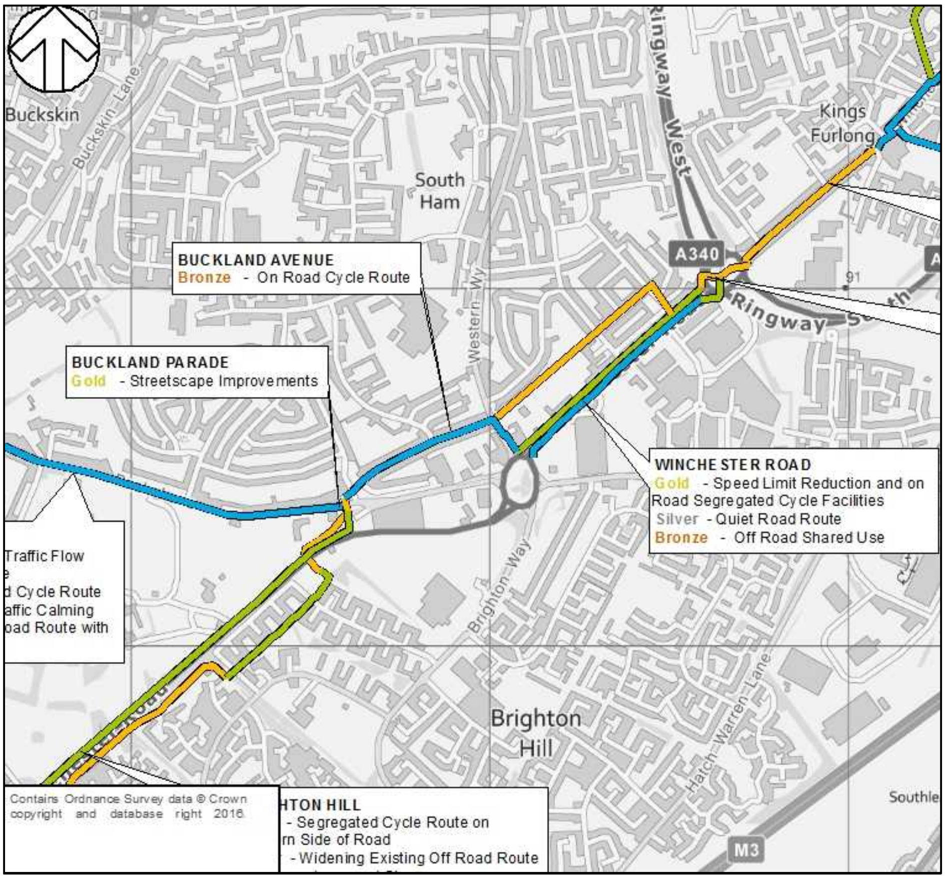
Buckskin
Buckskin Lane
South Ham
Kings Furlong
Ringway West
A340
Ringway South
91
Western Way
Brighton Way
Brighton Hill
Hatch Warren Lane
Southle
M3
BUCKLAND AVENUE
Bronze - On Road Cycle Route
BUCKLAND PARADE
Gold - Streetscape Improvements
WINCHESTER ROAD
Gold - Speed Limit Reduction and on Road Segregated Cycle Facilities
Silver - Quiet Road Route
Bronze - Off Road Shared Use
Traffic Flow
d Cycle Route
affic Calming
oad Route with
HTON HILL
- Segregated Cycle Route on
rn Side of Road
- Widening Existing Off Road Route

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Table 6-5 Improvement Options – Winchester Road

Section	Extents	Standard	Proposal
Winchester Rd South	From Brighton Hill Roundabout to Winchester Road Roundabout	Gold	Speed limit reduction & segregated cycle route
		Silver	On & off road route behind football ground
		Bronze	New off road shared use route both sides
Buckland Avenue	From Buckland Parade to Winchester Road	Bronze	On road cycle route
Brighton Hill	From Woodbury Road to Pack Lane	Gold	Segregated route on the northern side of the A33
		Silver	Widen existing footpath, re-align & convert to shared use
		Bronze	Improve signage on the existing footpath & convert
Buckland Parade	Junction of High Drive and Buckland Ave including area outside Buckland Parade	Gold	Streetscape improvements

6.3.11 Diagram 6.5 and Table 6.5 above summarise the proposed options along Corridor 5 along Winchester Road. These proposals are discussed in greater detail below.

6.3.12 Winchester Road is a heavily trafficked, 40mph dual carriageway. The gold proposal for the corridor would be to reduce the speed limit to 30mph in line with connecting roads and reallocate road space to provide on-road, segregated cycle facilities. The silver option would be to route cyclists via quieter residential streets and a strip of unused land within BDBC ownership, taking cyclists away from the noise and pollution.

6.3.13 The bronze option would be to upgrade the existing footways along either side of Winchester Road to shared use, to allow use by cyclists. Along the northern side, there is sufficient width to provide a 3m plus wide route. On the southern side, the available width varies due to highway boundary restrictions.

6.3.14 The route would then follow Buckland Avenue, which is a residential street with on-road parking. The bronze proposal would be to mark it an on road cycle route. Due to the frequency of parked cars, no cycle lanes are proposed.

6.3.15 The junction High Drive, Buckland Avenue and Pack Lane and the adjacent Buckland Parade create a complexity of movements. It is proposed that the streetscape at this junction and parade is transformed to a shared surface.

Diagram 6-6 Kempshott & Hatch Warren

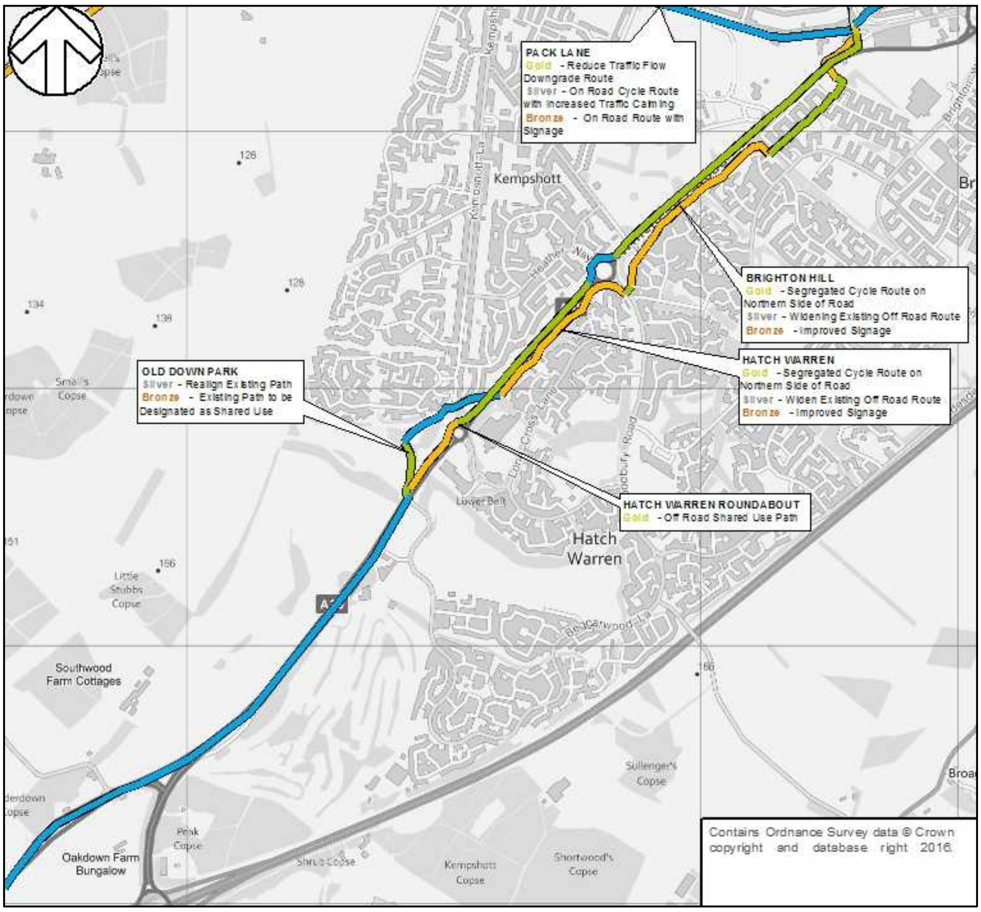
PACK LANE
Gold - Reduce Traffic Flow Downgrade Route
Silver - On Road Cycle Route with Increased Traffic Calming
Bronze - On Road Route with Signage
BRIGHTON HILL
Gold - Segregated Cycle Route on Northern Side of Road
Silver - Widening Existing Off Road Route
Bronze - Improved Signage
HATCH WARREN
Gold - Segregated Cycle Route on Northern Side of Road
Silver - Widen Existing Off Road Route
Bronze - Improved Signage
OLD DOWN PARK
Silver - Realign Existing Path
Bronze - Existing Path to be Designated as Shared Use
HATCH WARREN ROUNDABOUT
Gold - Off Road Shared Use Path
Kempshott
Hatch Warren
Southwood Farm Cottages
Oakdown Farm Bungalow
Little Stubbs Copse
Small's Copse
Sullenger's Copse
Shortwood's Copse
Kempshott Copse
Shrub Copse
Peak Copse
Lower Belt
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Table 6-6 Improvement Options – Kempshott & Hatch Warren

Section	Extents	Standard	Proposal
Brighton Hill	From Woodbury Road to Pack Lane	Gold	Segregated route on the northern side of the A33
		Silver	Widen existing footpath, re-align & convert to shared use
		Bronze	Improve signage on the existing footpath & convert
Hatch Warren	From Kempshott Lane to Woodbury Road	Gold	Segregated route on the northern side of the A33
		Silver	Widen existing footpath & convert to shared use
		Bronze	Improve signage on the existing footpath & convert
Old Down Park	From entrance adjacent Beggarwood Lane to Kempshott Lane	Gold	Off road shared use path
		Silver	Realign existing path & designate as shared use
		Bronze	Redesignate existing path to shared use

6.3.16 Diagram 6.6 and Table 6.6 above summarise the proposed options along Corridor 5 within Kempshott & Hatch Warren areas. These proposals are discussed in greater detail below.

6.3.17 The gold proposal for both the Hatch Warren and Brighton Hill sections of Winchester Road would be to provide a segregated two way route for cyclists along the northern side with priority at Kempshott Roundabout. This would give cyclists almost 2.5km free from delay.

6.3.18 The bronze option proposes converting the footpath, which runs approximately parallel to the A30 Winchester Road from Hatch Warren Retail Park to Quilter Road, to a shared use path and improving signage to link to/from adjacent residential areas. The silver option proposes widening it to increase capacity to reduce conflicts between cyclists of varying speeds and pedestrians.

6.3.19 This branch of Corridor 5 connects to the proposed shared use path along the A30 being delivered by the Hounsome Field development. The gold proposal would connect the segregated facility with this shared use path via an additional section of shared use path around Hatch Warren Roundabout.

6.3.20 The Silver and Bronze options would connect via an existing subway under the A30 and then through Old Down Park via an existing public right of way, which would be converted to a cycle path. The silver option would realign the path to make it more direct.

Diagram 6-7 Pack Lane

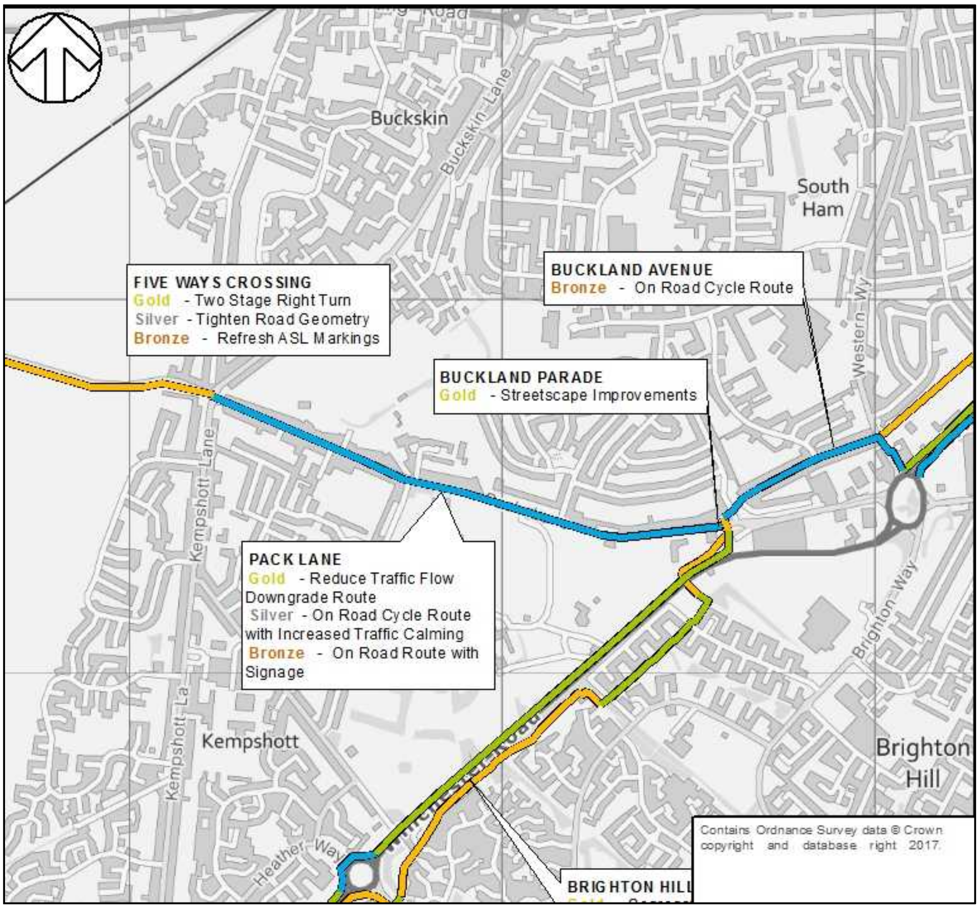
Buckskin
Buckskin Lane
South Ham
FIVE WAYS CROSSING
Gold - Two Stage Right Turn
Silver - Tighten Road Geometry
Bronze - Refresh ASL Markings
BUCKLAND AVENUE
Bronze - On Road Cycle Route
Western Way
BUCKLAND PARADE
Gold - Streetscape Improvements
Kempshott Lane
PACK LANE
Gold - Reduce Traffic Flow Downgrade Route
Silver - On Road Cycle Route with Increased Traffic Calming
Bronze - On Road Route with Signage
Brighton Way
Kempshott
Kempshott La
Brighton Hill
Heather Way
BRIGHTON HILL
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Table 6-7 Improvement Options – Pack Lane

Section	Extents	Standard	Proposal
Pack Lane	From Five Ways Crossing to junction with High Drive	Gold	Reduce traffic flow & downgrade route
		Silver	On road route with enhanced traffic calming
		Bronze	On road route with signage
Five ways Crossing	Junction of Kempshott Lane and Pack Lane including section of Pack Lane from Oakley Path	Gold	Two stage right turn & tighten geometry
		Silver	Tighten Rd Geometry
		Bronze	Refresh ASL Markings

6.3.21 The proposed improvements along Pack Lane are shown on Diagram 6.7. They are summarised by Table 6.7 and discussed in detail below.

6.3.22 Pack Lane is a well-used link from Oakley. The existing traffic calming, in the form of speed cushions, has not reduced speeds. The gold level recommendation would be to reduce traffic flows either by restricting through movements, or introducing significant traffic calming to considerably reduce speeds.

6.3.23 The silver proposal would be to introduce smaller scale traffic calming measures alongside on-road cycle lanes. The bronze intervention would be to improve signage to highlight the presence of cyclists alongside on road cycle symbols.

6.3.24 At the western end of Pack Lane is Five Ways Crossing. Currently, there are Advanced Stop Lines (ASLs) on all arms. The bronze proposal would be to refresh these to make them clearer to road users. The silver proposal would be to tighten the junction geometry to make it easier for cyclists to take a prime position.

6.3.25 The gold proposal would be to alter the provision for cyclists to a two stage right turn as it is a major local junction offering connections to several residential areas of Basingstoke. This would aid cyclists making right turn movements to do so in two stages. It also designates a space within the junction for cyclists.

Diagram 6-8 Oakley

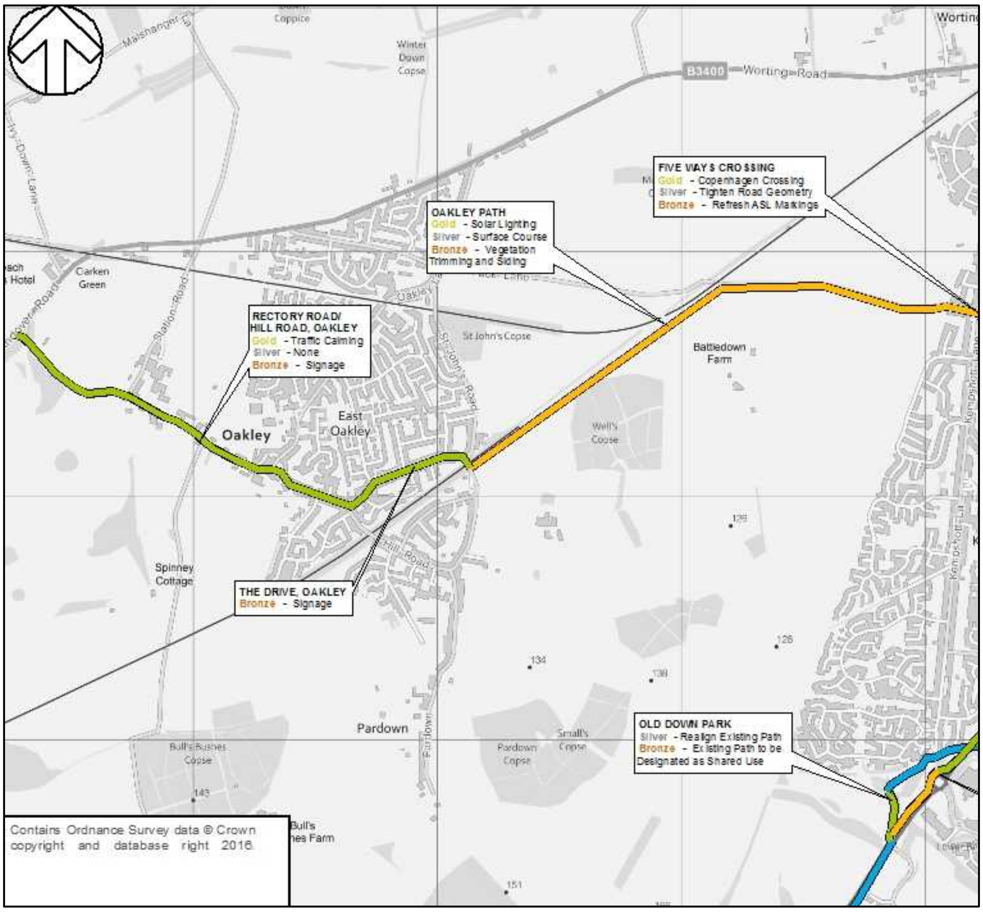
FIVE WAYS CROSSING
Gold - Copenhagen Crossing
Silver - Tighten Road Geometry
Bronze - Refresh ASL Markings
OAKLEY PATH
Gold - Solar Lighting
Silver - Surface Course
Bronze - Vegetation Trimming and Siding
RECTORY ROAD/ HILL ROAD, OAKLEY
Gold - Traffic Calming
Silver - None
Bronze - Signage
THE DRIVE, OAKLEY
Bronze - Signage
OLD DOWN PARK
Silver - Realign Existing Path
Bronze - Existing Path to be Designated as Shared Use
B3400 Worting Road
Oakley
East Oakley
Carken Green
Battledown Farm
St John's Copse
Well's Copse
Winter Down Copse
Spinney Cottage
Pardown
Pardown Copse
Small's Copse
Bull's Bushes Copse
Station Road
Hill Road
St John's Road

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Table 6-8 Improvement Options – Oakley

Section	Extents	Standard	Proposal
Oakley Path	From St John's Road to Pack Lane	Gold	Solar lighting, surfacing & veg trim
		Silver	New Surfacing
		Bronze	Vegetation Trimming & Path repair
The Drive	From junction with Hill Road to Oakley Path	Bronze	Directional Signage
Oakley Rectory Rd	From junction with Station Road to The Drive	Gold	Traffic Calming
		Bronze	Directional Signage

6.3.26 The existing multi-user path linking Pack Lane to Oakley is in need of maintenance. The proposals for this route all suggest improving this route. The bronze option proposes removal of vegetation and siding of verges along it, to maximise available width for users. The silver proposes path repairs and surfacing in addition, to increase its lifespan. The Gold proposal would be to light the route using solar lighting, making it far more attractive during winter months.

6.3.27 The roads through the Village of Oakley are narrow with on street parking. Therefore, the bronze suggestion would be to provide signage to highlight the route to Basingstoke and the possible presence of cyclists. Within the village centre, traffic calming is suggested at the gold level.

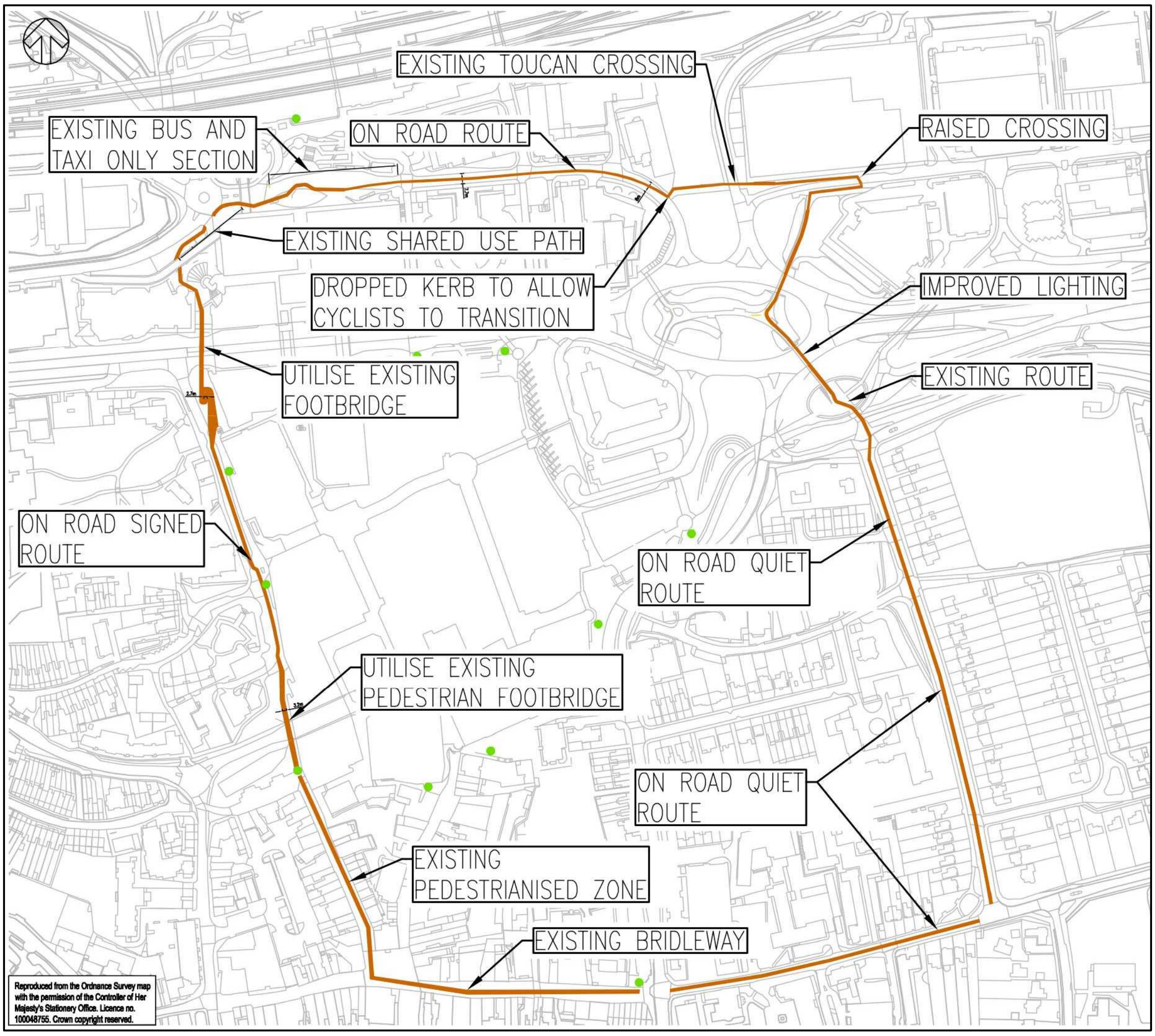
6.4 OPTIONS – TOWN CENTRE

6.4.1 The following section sets out the proposals for the town centre of Basingstoke, providing a loop around the town centre allowing a) cyclists to reach destinations within the town centre by cycle and b) to traverse the town centre to reach destinations across Basingstoke and beyond.

6.4.2 Similar to Corridors 1 and 5, levels of intervention were proposed at bronze, silver and gold. For some sections, there is only a bronze level solution; an intervention which brings greater improvement would be onerous in terms of cost and/or disruption.

BRONZE LEVEL INTERVENTIONS

Diagram 6-9 Bronze Town Centre Proposals


EXISTING TOUCAN CROSSING
EXISTING BUS AND TAXI ONLY SECTION
ON ROAD ROUTE
RAISED CROSSING
EXISTING SHARED USE PATH
DROPPED KERB TO ALLOW CYCLISTS TO TRANSITION
IMPROVED LIGHTING
UTILISE EXISTING FOOTBRIDGE
EXISTING ROUTE
ON ROAD SIGNED ROUTE
ON ROAD QUIET ROUTE
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE
ON ROAD QUIET ROUTE
EXISTING PEDESTRIANISED ZONE
EXISTING BRIDLEWAY
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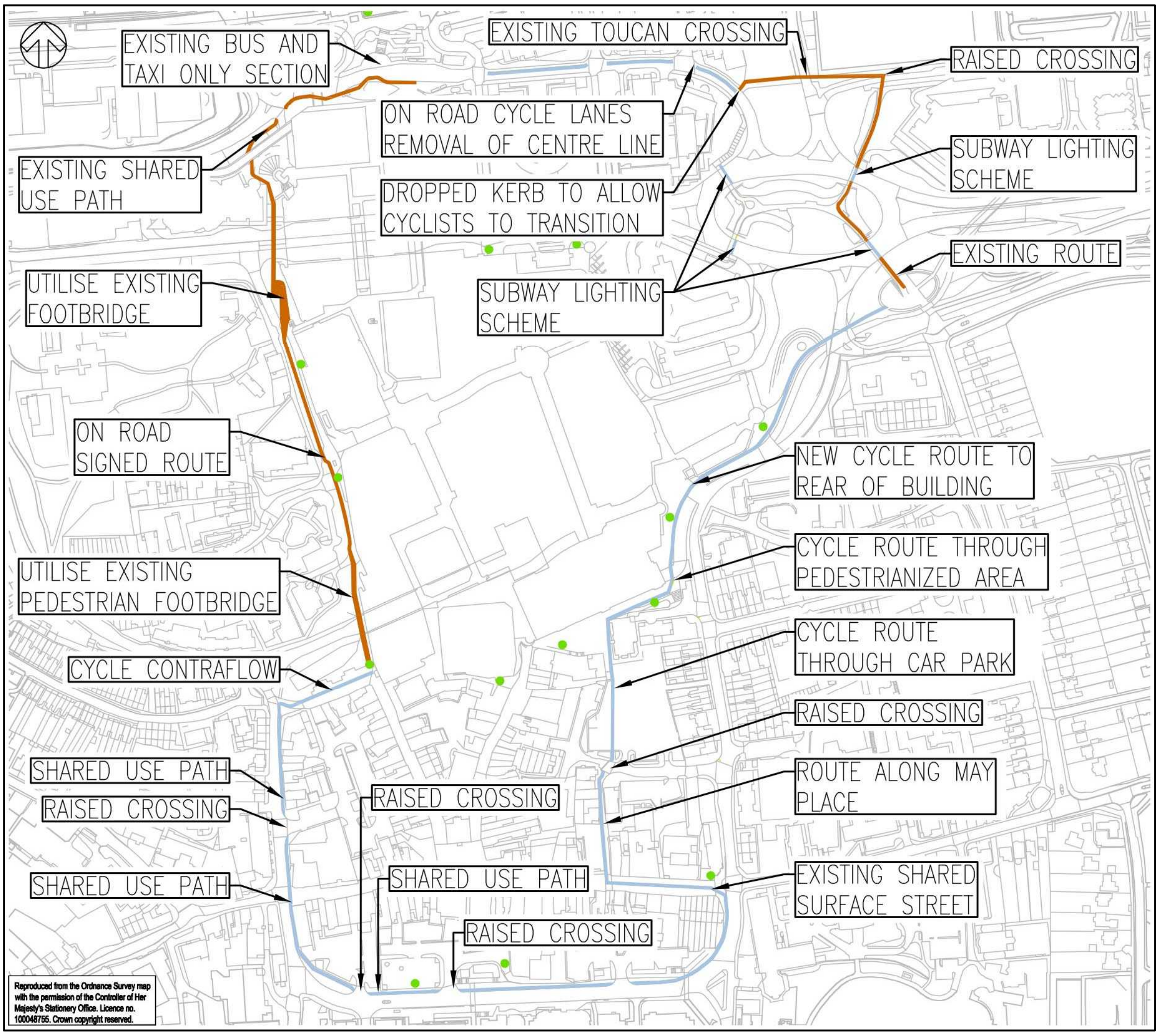
6.4.3 The bronze level proposals make use of the existing network of roads and shared use path. It requires alterations to rights of way to allow/legitimise use by cyclists.

6.4.4 Travelling clockwise from Basingstoke Train Station, cyclists remain on the road along Alençon Link before joining the existing shared use path to Basing View. The route then takes them via the existing subways, which would be improved with lighting to Eastrop Lane, a quieter road which forms part of NCN23.

6.4.5 Cyclists could then turn into London Road. Where it meets New Road, they would travel straight ahead onto the pedestrianised London Street, which is a bridleway. The Traffic Regulation Order for the pedestrianised section of Church Street would be altered to allow use by cyclists. The route would then connect to Church Street via an existing footbridge. Church Street is a quiet street. A second footbridge would take cyclists to the Anvil and then Basingstoke Train Station.

SILVER LEVEL INTERVENTIONS

Diagram 6-10 Silver Town Centre Proposals


EXISTING BUS AND TAXI ONLY SECTION
EXISTING TOUCAN CROSSING
RAISED CROSSING
ON ROAD CYCLE LANES REMOVAL OF CENTRE LINE
EXISTING SHARED USE PATH
DROPPED KERB TO ALLOW CYCLISTS TO TRANSITION
SUBWAY LIGHTING SCHEME
UTILISE EXISTING FOOTBRIDGE
SUBWAY LIGHTING SCHEME
EXISTING ROUTE
ON ROAD SIGNED ROUTE
NEW CYCLE ROUTE TO REAR OF BUILDING
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE
CYCLE ROUTE THROUGH PEDESTRIANIZED AREA
CYCLE ROUTE THROUGH CAR PARK
CYCLE CONTRAFLOW
RAISED CROSSING
SHARED USE PATH
ROUTE ALONG MAY PLACE
RAISED CROSSING
RAISED CROSSING
SHARED USE PATH
EXISTING SHARED SURFACE STREET
SHARED USE PATH
RAISED CROSSING
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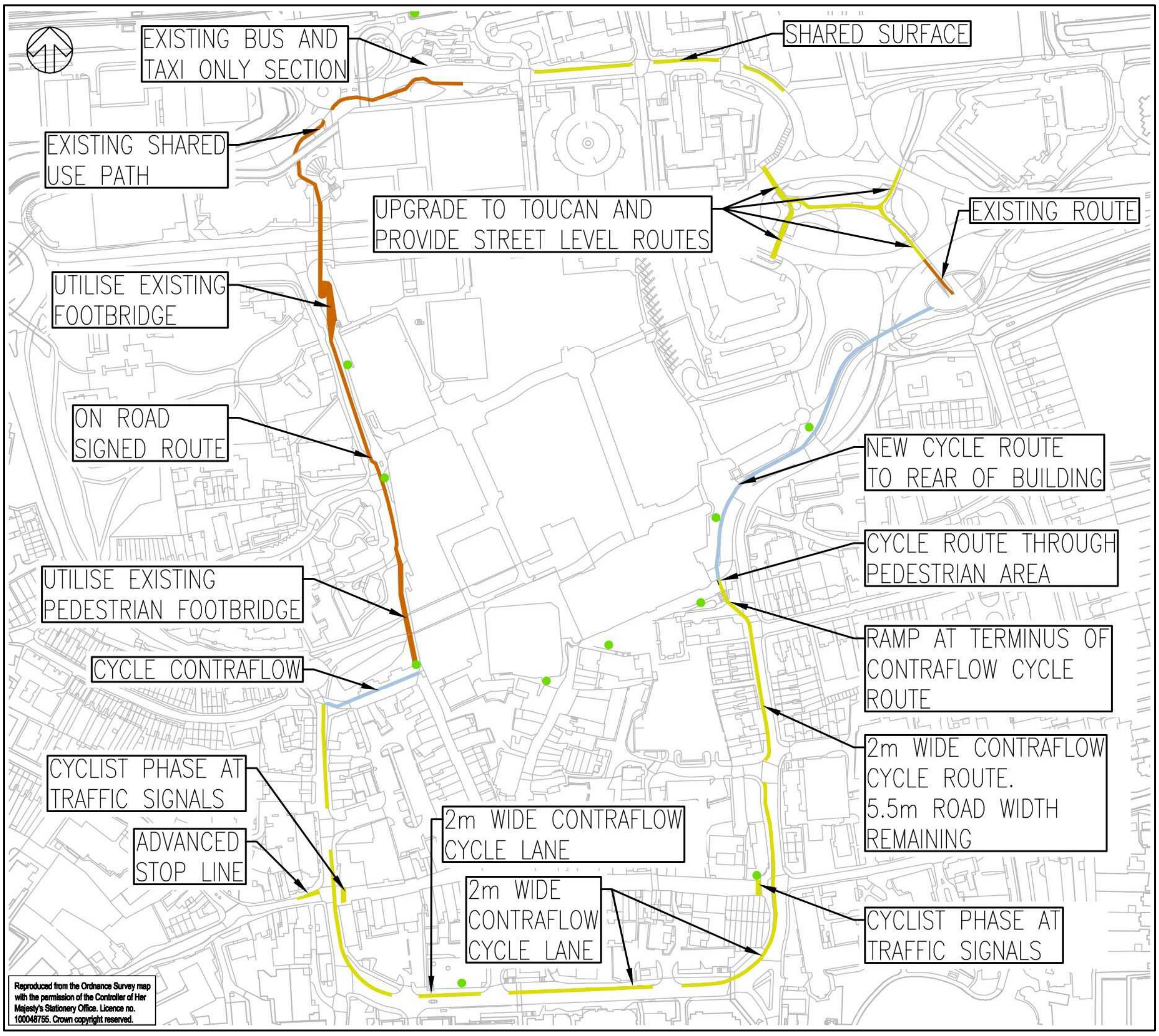
6.4.6 The silver proposals offer a more direct route for cyclists, avoiding the pedestrianised area within the town centre and providing a closer link to Festival Place Shopping Centre.

6.4.7 Starting again at Basingstoke Train Station, the route heads west on an on-road cycle lane along Alençon Link. Similar to bronze, it routes via Basing View and Eastrop roundabout. It then follows the existing shared use path to Festival Place, routing around the back of Festival Place and traversing the pedestrianised area to May Place Car Park, where a new cycle route would link to Mays Place.

6.4.8 It would then link to a shared use path along New Road and New Street, to Cross Street. Due to limited space, the width would be below the recommended 3m. A cycle contraflow then allows cyclists to travel along Cross Street to connect with Church Street. Here it would continue similarly to the bronze proposal, to Basingstoke Train Station.

GOLD LEVEL INTERVENTIONS

Diagram 6-11 Gold Town Centre Proposals


EXISTING BUS AND TAXI ONLY SECTION
SHARED SURFACE
EXISTING SHARED USE PATH
UPGRADE TO TOUCAN AND PROVIDE STREET LEVEL ROUTES
EXISTING ROUTE
UTILISE EXISTING FOOTBRIDGE
ON ROAD SIGNED ROUTE
NEW CYCLE ROUTE TO REAR OF BUILDING
CYCLE ROUTE THROUGH PEDESTRIAN AREA
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE
RAMP AT TERMINUS OF CONTRAFLOW CYCLE ROUTE
CYCLE CONTRAFLOW
2m WIDE CONTRAFLOW CYCLE ROUTE. 5.5m ROAD WIDTH REMAINING
CYCLIST PHASE AT TRAFFIC SIGNALS
2m WIDE CONTRAFLOW CYCLE LANE
ADVANCED STOP LINE
2m WIDE CONTRAFLOW CYCLE LANE
CYCLIST PHASE AT TRAFFIC SIGNALS
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6.4.9 The gold intervention proposes altering the streetscape outside the train station and towards Eastrop Roundabout to a shared surface, therefore, removing the dominance of vehicles in this area. The route would then take cyclists to Eastrop Roundabout, where they can cross via new toucan crossings to the existing cycle route along Eastrop Lane. Similarly to the silver proposal and via the pedestrianised area.

6.4.10 A contraflow cycle lane would allow cyclists to travel eastbound. Cyclists wishing to travel with the flow of traffic would stay on the realigned, narrowed road. The route would then continue similarly to the silver proposal.

7 STAKEHOLDER ENGAGEMENT

7.1 INTRODUCTION

7.1.1 An important element of the study is feedback from key stakeholders to ensure it meets their objectives and requirements. Furthermore, their local knowledge is key in understanding which measures would have impact and which would be challenging to implement. Prior to determining the proposed option, two consultation exercises were undertaken.

7.2 FEEDBACK FROM PUBLIC

7.2.1 An evening stakeholder event was held at Basingstoke and Deane Borough Council Civic Offices on 9th August 2016 with an invited audience, representing the local cycling community. Background information and purpose of the project was explained, with input from Basingstoke and Deane's officers.

7.2.2 Each section of corridor was then discussed in turn; first the barriers to cycling were discussed and the proposed interventions at bronze, silver and gold level were put forward. At each section, feedback was collected from the audience about the optimum choice and any other options which could be considered.

7.2.3 Appendix J contains the memo summating the points raised but the key points taken from the meeting were:

- Concerns if bronze schemes are implemented then unlikely to pursue silver/gold in the future;
- Key areas of concern were Buckland Avenue/ Winchester Road Roundabout and Link by Audi Garage in Chineham; and
- A mix and match approach is likely to be most suitable with some junctions/links requiring gold treatment.

7.2.4 Attendees were also able to send feedback/comments following on from the public consultation to Basingstoke and Deane Borough Council. Much of the feedback related to connectivity to other parts of Basingstoke and to the Borough as a whole. There was also an emphasis on maintenance of both existing and proposed infrastructure, with a suggestion that some budget should be retained for ongoing maintenance.

7.2.5 These comments were taken into consideration and amendments carried out to the proposals, based on the useful feedback.

7.3 FEEDBACK FROM LOCAL AUTHORITIES

7.3.1 Following on from the public consultation, a meeting was held with Basingstoke and Deane Borough Council (BDBC) and Hampshire County Council (HCC) officers to firstly discuss the feedback from the meeting and secondly to discuss which option to take forward.

7.3.2 BDBC had also organised an internal member workshop/exhibition where they presented our options appraisal. This enabled them to obtain feedback, and ultimately consent for, the preferred BDBC option.

7.3.3 WSP | Parsons Brinckerhoff talked through the options appraisal at the meeting and highlighted the recommended optimum option for each section. BDBC and HCC then provided their feedback on the options chosen and any possible barriers. In particular the options for the route around Brighton Hill Roundabout were discussed in depth.

7.4 OPTION APPRAISAL

7.4.1 Using the appraisal criteria, set out at the beginning of this chapter, each section of corridor was appraised; both existing and proposed at all levels, where appropriate. The final appraisal table is presented in Appendix K.

7.4.2 As discussed previously, each corridor was scored for the existing situation and for each of the proposed options. This scoring mechanism used allowed an assessment be made of the preferable solution, based on the performance score.

7.4.3 This formed the basis for the discussions with the local authorities about their preferred option. Where opinion differed, it is because of the greater importance placed by BDBC on the key factors of cost, deliverability and stakeholder support. For Corridor 1 BDBC and WSP|PB route selections concurred. However, for Corridor 5 and the Town Centre area, option selection varied.

7.4.4 In general, along Corridors 1 and 5, the bronze option was preferred by BDBC and HCC to be taken forward. The bronze option utilises existing infrastructure and makes small improvements. These small improvements include signage or maintenance work to develop a coherent route.

7.4.5 These are “quick wins” which can be achieved in some situations with minimal cost and predominately less disruption than the other options. None of the options preclude introducing a silver or even gold intervention in the future if demand were to increase, for example, or funding were to become available such as through development opportunities.

7.4.6 Within the town centre, a mixture of intervention levels has been selected. All proposals put forward had challenges associated with them, in terms of acceptability, due to the dominance of cars within the town centre and the pedestrianised town centre.

8 PROPOSED OPTION

8.1 INTRODUCTION

8.1.1 This chapter presents the proposed route options along Corridor 1 and Corridor 5 and within the town centre. This has been based upon the options appraisal and stakeholder engagement discussed within the previous chapter.

8.1.2 This appraisal was used by Basingstoke and Deane Borough Council and Hampshire County Council Officers to identify their preferred option and at the member workshop/exhibition organised internally. This was determined by the council and predominately based on the key factors of cost, deliverability and stakeholder support.

8.1.3 The feasibility design for Route 1 and Route 5 are shown on drawings within Appendix L. 1895/GA/026 gives a geographic overview of the drawings, showing which drawings cover which area. The two corridors and town centre are covered thus:

- 1895/GA/004 to GA/011 shows the feasibility design for Corridor 1;
- The feasibility design for Corridor 5 is set out on 1895/GA/012 to GA/024; and
- The town centre is shown on 1895/GA/005.

8.1.4 This chapter will detail the route along both corridors. Route 1 serves Corridor 1 and Route 5 serves Corridor 5. In the process of progressing the proposals from options to feasibility design, additional details have been added to provide a coherent, continuous route.

8.2 ROUTE 1

BASING VIEW TO QUEEN MARY AVENUE, NORN HILL – GA/004

8.2.1 The route starts on Basing View using the existing shared use path towards Norn Hill. The existing footbridges, which link Basing View to Norn Hill, will be re-designated shared use to allow cyclists to avoid using the road. Where the bridge connects to Norn Hill, a 2.4m wide dropped kerb will be provided to allow cyclists to transition on/off the carriageway. Cycle markings and signage will guide them.

8.2.2 Due to the limited width and the need to retain on street parking, there is insufficient space to provide advisory cycle lanes and retain sufficient width for vehicles. Tapers, formed of road markings, have been proposed to transform the appearance of parking spaces so that they perform a traffic calming function.

QUEEN MARY AVENUE TO READING ROAD, A33 – GA/005

8.2.3 The route continues along Norn Hill towards Reading Roundabout on road. Along this section there is no on-road parking, therefore, the advisory cycle lanes continue unobstructed by parked cars. At the junctions with Westray Close and Taverner Close, raised tables are being considered by Hampshire County Council. These, along with the visual narrowing of the road achieved by the advisory cycle lanes and the removal of the centreline, will aid in reducing speeds.

8.2.4 At the northern end of Norn Hill a new section of shared use path will enable northbound cyclists to transition onto the existing shared use path around Reading Road Roundabout. Signage directs users to destinations within the local area. This signage will be improved to direct cyclists along the quickest route, reducing the number of times they must cross the road.

8.2.5 At each signalised junction, there is a phase for cyclists and pedestrians, which is called during every stage, removing the necessity to call it.

8.2.6 The shared use path connects cyclists with the existing shared used path along the western side of Reading Road, leading them north.

READING ROAD TO CROCKFORD ROUNDABOUT – GA/006

8.2.7 The existing shared use path along Reading Road is around 2.2m wide. It is proposed that siding is carried out along the length, to increase the width available as the verge has crept over the path.

8.2.8 Where the route crosses Popley Way, a new junction layout has recently been constructed which requires pedestrians and cyclists to cross in three stages. Alternately, there is a subway 70m from the junction, which is suitable for use by cyclists via a circuitous route.

8.2.9 The existing shared use path continues along Reading Road. When it reaches Carpenter Down, adjacent to Crockford Roundabout, it passes under the road via a subway. It is recommended that the subway is cleaned and the vegetation on the approaches is cleared away to increase visibility on the approaches.

8.2.10 The route splits after the subway. Cyclists heading to Chineham will cross via a relocated Toucan Crossing. This relocation will form part of the improvement works at Crockford Roundabout planned by Hampshire County Council.

CROCKFORD LANE THROUGH CHINEHAM AND HAMPSHIRE INTERNATIONAL BUSINESS PARKS – GA/007 AND GA/008

8.2.11 The existing shared use path extends to the entrance to the Business Park. It is suggested that this is extended 250m further into Chineham Business Park. Users will then transition onto the proposed on-road advisory cycle lane.

8.2.12 A raised parallel pedestrian cyclist crossing will enable southbound cyclists to cross the road to reach the shared use path. Furthermore, it will slow traffic approaching the Business Park. At present the 85th percentile speed of traffic on this section of Crockford Lane is 45mph.

8.2.13 The advisory cycle route is proposed to continue along Crockford Lane and Lime Tree Way. The cycle lane is proposed to be 1.5m wide, the minimum recommended width, leaving a minimum road width of 4.3m, which is sufficient for two cars to pass each other without encroaching into the cycle lane.

8.2.14 At the approaches to the roundabout and junctions, the advisory cycle lanes terminates 20m in advance. This is to encourage cyclists to position themselves correctly. The centreline will also be removed to reduce speeds.

8.2.15 The route rejoins Crockford Lane after passing through both business parks. It is proposed that the existing footway along one side of this road is re-designated as a shared use path, which will connect into NCN23 along Cufuade Lane.

READING ROAD, CHINEHAM (NCN23) – GA/009 AND GA/010

8.2.16 To connect cyclists from Crockford Lane to Reading Road, it is proposed that the existing Toucan Crossing is relocated 60m south in line with the pedestrian desire line. This repositioned crossing will link directly to Reading Road via a service road, which is only accessible to non-motorised users at the western end. At the eastern end, there is a barrier restricting access from Reading Road.

8.2.17 It is recommended that a dropped kerb is installed west of the railway overbridge to allow cyclists to transition from the proposed shared use path on the northern side to the proposed shared use path on the southern side.

8.2.18 The existing footway on the southern side is proposed to be re-designated as a shared use path, which will allow cyclists to bypass the gate which currently restricts access. A raised parallel zebra and cyclist crossing will allow users to move to/from the proposed on-road advisory cycle lanes.

8.2.19 The proposed advisory cycle lanes continue along the length of Reading Road where space allows. There is some informal on street parking currently on Reading Road. Twelve formal spaces have been created as a traffic calming feature and to deter parking.

8.2.20 1.8m wide parking bays have been proposed with an additional marked 0.5m wide zone to allow for the opening of car doors. The tapers leading into these parking spaces are less than the recommended 1:10. The advisory cycle lanes are 1.5m wide, the minimum width recommended. Where these have been proposed both sides, a minimum width of 4.4m remains which is sufficient for two cars to pass each other.

8.2.21 At Thornhill Way Roundabout, the on road cycle lane terminates 20m in advance to encourage users to position themselves correctly. This branch of Route 1 connects with NCN23 at this point. The proposed on road advisory cycle lane then continue to the end of Reading Road. There is an existing pedestrian link to A33 which will be cleared of vegetation and signed as a cycle route.

A33 TO GAIGER AVENUE – GA/011

8.2.22 The volume and speed of traffic along the A33 is such that the only suitable provision for cyclists is an off-road shared use path. Where possible, this is 3m wide and set as far back from the carriageway as is achievable within the highway boundary, with a minimum offset of 0.5m.

8.2.23 In two locations there are pinch points reducing the available width to 1.4m and 0.8m, respectively. In the first situation a vehicle crash barrier, protecting a culvert and a stream, is situated within the verge, restricting space for a path. The barrier should be relocated to increase the space available or removed entirely if allowed.

8.2.24 The second pinch point is caused by the lack of available highway space giving only 0.8m available for cyclists, excluding a 0.5m wide verge. Realignment of the road or acquisition of land will be necessary to make this shared use route feasible. The route terminates at Gaiger Avenue, where it will connect to the residential development of Sherfield Park.

8.2.25 Longer term proposals to improve the A33 should comprehensively consider the needs of cyclists while adjacent development sites should make provision in bringing forward their sites in line with the Adopted Local Plan requirements.

8.3 ROUTE 5

OAKLEY - GA/012, GA/013, GA/014 AND GA/015

8.3.1 Following on from feedback from the consultation, Route 5 has been extended to B3400 Andover Road to encourage connections from elsewhere within the borough. The proposal along Rectory Road, Hill Road and The Drive is to use signage to firstly guide cyclists and markings to alert road users to their presence.

8.3.2 At the eastern end of The Drive, users will have two options; a) turn right and continue on road over the railwaybridge or b) dismount and cross via the footbridge. They will then join the existing Oakley Multi User Path permissive cycle route from St Johns Road to Pack Lane.

8.3.3 It is proposed this path is improved by trimming back the vegetation, increasing the available width and resurfacing it along its entire length to improve the durability of the path.

8.3.4 Where the route meets Pack Lane, eastbound cyclists will be directed to join the carriageway. Westbound cyclists will be directed to join the shared use path on the southern side. It is suggested that the road markings at the Five Ways junction are refreshed to make them clear to road users and increase the confidence of cyclists using the advanced stop lines.

PACK LANE – GA/016

8.3.5 Pack Lane currently has speed cushions every 60 – 70m along its length. As the width of this section of Pack Lane is insufficient for advisory cycle lanes, it is proposed to highlight the presence of cyclists and the space available to them through on road cycle symbols placed frequently along Pack Lane.

OLD DOWN PARK TO HATCH WARREN – GA/023

8.3.6 Route 5 starts from the A30 adjacent to the Critical Care Hospital. A shared use path alongside the A30, as part of the Hounsome Fields Development is proposed. This path will connect to the existing path through Old Down Park, the first section of which is a cycle path. The second half will be designated as a shared use path.

8.3.7 The existing 3m wide path which runs broadly parallel to the A30 Winchester Road will be re-designated as a shared use path. This path is connected to Old Down Park via a subway. Where the route crosses Woodbury Road, the pedestrian refuge island will be widened to 2.5m to accommodate cyclists.

HATCH WARREN TO PACK LANE – GA/024

8.3.8 East of Woodbury Road, the existing path is approximately 2m wide. It is proposed that this path is re-designated as a shared use path. If cyclist flows are high, the section through here should be widened to 3m to accommodate these flows.

8.3.9 The route then passes under the A30 Winchester Road via a subway. The northern ramp is very steep and features a tight bend, restricting visibility. It is recommended that this is re-profiled to reduce the steep gradient to enable designation as a shared use route.

BUCKLAND AVENUE TO WINCHESTER ROAD – GA/017

8.3.10 The Buckland Parade section of the route has been left in abeyance as BDBC will develop their own solution for this complex junction and parade of shops. However, longer term proposals to improve Brighton Hill roundabout should also consider the needs of cyclists. As there is a large quantum of off-street parking, it is proposed to highlight the presence of cyclists and the space available to them through on-road cycle symbols placed frequently along Buckland Avenue.

8.3.11 At the eastern end of Buckland Avenue, it is proposed that cyclists will join a new shared use path along the eastern side of Western Way using the existing footway. This footway is 2.2m wide but there is space to widen, if demand increases. A short section of proposed shared use path will allow them to cross using the existing pedestrian refuge islands; which will be widened to 2.5m to make them suitable for use by cyclists.

WINCHESTER ROAD – GA/018 AND GA/019

8.3.12 It is proposed that the footway both sides of Winchester Road are re-designated as shared use. The proposed route uses the northern side so it is envisaged that most demand will be along this side. However, Brighton Hill Retail Park and other retailers are located along the southern side and therefore, provision of a link to these is important to meet BDBC objectives.

8.3.13 The existing footway along the northern side is mostly above the recommended width of 3m for a shared use path. It is proposed that pedestrian guard railing and other items of street furniture are removed / relocated to maximise available space for users.

8.3.14 Along the southern side, the width of the footway varies between 2m and 2.5m. Along most of this side, there is space within highway land to widen it if required to increase capacity. There two sets of pedestrian signalised crossings along Winchester Road.

8.3.15 The pedestrian signalised crossings adjacent to the entrance to Brighton Hill Retail Park are currently staggered crossings requiring users crossing from one side of Winchester Road to the other, to cross in three stages. The crossing on across the vehicular access into the Retail Park requires users to cross in two stages. It is suggested that these crossings are upgraded to Toucan crossings as part of the redevelopment of adjacent land, along with associated improvements to provide access to the site by all modes.

8.3.16 The proposed shared use path both sides link into the subways under Winchester Road Roundabout. It is recommended vegetation clearance is carried out to maximise the amount of natural light on the approaches to and within the subways. The approach ramps from Winchester Road are steep and thus there is a concern that cyclists may travel too fast. Therefore, staggered barriers with a 3m offset are recommended.

8.3.17 Cyclists will be guided to the existing shared use path along the southern side of Winchester Road via signage to discourage use of the footway along the northern side.

8.3.18 The existing shared use path along Winchester Road is between 1.7m and 2m wide, therefore, below recommended width. Anecdotal evidence suggests that this path becomes congested before and after school times therefore, consideration should be given to widening it where possible.

8.3.19 It is proposed that the existing shared use path along the southern side is extended to Cordale Road to provide a connection to this quiet street route to the Top of Town. It is recommended that the existing puffin crossing near Cordale Road is changed to a Toucan Crossing to connect with a short section of new shared use path linking to Penrith Road to connect with the Railway Station.

PENRITH ROAD/ESSEX ROAD – GA/020

8.3.20 An advisory cycle lane is proposed along the western side of Penrith Road to accommodate cyclists travelling uphill. Cyclists travelling downhill will be moving at a speed similar to vehicular traffic and thus a cycle lane is less vital. On-road cycle symbols will highlight the presence of cyclists on the southbound side.

8.3.21 Towards the northern end of Penrith Road, there is on-road parking along both sides of the road. This will be retained but the markings will be refreshed to include a taper and a dooring zone to discourage cyclists from riding too close to vehicles and highlight the presence of cyclists to other road users.

8.3.22 The route crosses Worting Road via a signalised junction; at the junction there are existing advance stop lines. Along Essex Road there is insufficient space for cycle lanes, therefore, the existing on-street parking will be used as traffic calming with lead in tapers.

8.3.23 Cyclists will use the existing subway under Victory Roundabout to connect to a new section of shared use path along Alençon Link. As with Winchester Road Roundabout, the ramps within the subway are steep and thus, there is a concern that cyclists may travel too fast.. Therefore, staggered barriers, with a 3m offset, are recommended.

8.3.24 This branch of Route 5 will then connect with the Town Centre Route to link to Basingstoke Railway Station and Festival Place.

CORDALE ROAD/COUNCIL ROAD/SOUTHERN ROAD – GA/021 AND GA/022

8.3.25 It is proposed that cyclists travelling towards the Top of Town, the southern side of the town centre, are directed up Cordale Road, a quiet residential road. The footpath which circumnavigates the Cricket Club is proposed to be upgraded to permit cycling from the play area on Cordale Road. Where possible, it is suggested it should be widened and lighting provided.

8.3.26 The existing footpath links to Council Road a residential street. It is then proposed that the cycle route continues along Southern Road. This road is currently one way so it is proposed that a TRO is obtained to enable cycling in both directions. This route will connect to the town centre via an existing footpath through Castons Car Park.

TOWN CENTRE - GA/025

8.3.27 It is proposed that the town centre is served by a loop. The route starts outside Basingstoke Railway Station on Alençon Link. Heading clockwise, the route initially is proposed to be an on-road advisory cycle lane. Enforcement of the parking restrictions along Alençon Link will be necessary to maximise the effectiveness of the cycle lanes.

8.3.28 The cycle route will then connect to Basing View via the existing shared use path and toucan crossing. Cyclists will then be routed via the existing subways under Eastrop Roundabout to connect to Eastrop Lane. The ramp down to the subway from Basing View is steep so staggered barriers with a 3m offset are recommended to reduce cyclist speeds.

8.3.29 At Eastrop Lane, the route will connect with NCN23 towards Reading and Southampton and an existing shared use path that links to Festival Place’s food court.

8.3.30 It is then proposed that cyclists are directed along Eastrop Lane, Goat Lane then Chequers Road which are quiet streets. A TRO will be required to allow cyclists to ride eastbound as Chequers Road is a one-way street. It is proposed the existing pelican crossing on New Road is upgraded to a toucan crossing. It will be connected to Chequers Road via a short section of shared use path.

8.3.31 A contra-flow cycle route is proposed for cyclists going anti-clockwise around the town centre. Cyclists travelling clockwise will cycle on road. The 2m wide route is proposed between the new toucan crossing and Timberlake Road. Segregation will be achieved using kerbs with breaks at car park accesses.

8.3.32 Cyclists will be directed onto Cross Street. A TRO will allow entry for cyclists onto Cross Street from New Street. They will then be directed onto the existing footbridge over Timberlake Road which connects to Church Street.

8.3.33 Church Street is a quiet, lightly trafficked road thus cyclists will be directed on road until they reach the footbridge connecting to The Anvil. This footbridge will be designated as shared use path allowing cyclists to connect to Alençon Link and Basingstoke Railway Station.

9 ROAD SAFETY AUDIT

INTRODUCTION

9.1.1 The proposals for Route 1, Route 5 and the town centre were audited by two teams from WSP | Parsons Brinckerhoff. The audit teams were not involved in the design process and work in separate offices to the design team. They have examined and reported only on the road safety implications of the scheme as presented in the drawings submitted to them and have not examined or verified the compliance of the designs to any other criteria.

9.1.2 Their Road Safety Audits and the designers' responses are contained within Appendix M. Table 9.1 summarises the points raised by the auditors. Where an alteration to the proposals was recommended by the auditors and agreed by the design team, the drawings have been altered to reflect this.

Table 9-1 Road Safety Audit General Summary

Item Raised	Designers Response
Gullies within proposed on road cycle lanes or quiet streets do not have cycle friendly gratings	This is a detailed design issue
Offset at staggered barriers throughout scheme	This is a detail which will be covered during the detailed design stage but has been shown on our drawings.
Widths of some proposed shared use paths are below desirable minimum.	Where this occurs, it has been highlighted and possible remedies proposed e.g. acquisition of third party land.
Lighting columns within shared use path	The cost of relocating lighting columns could be significant and could reduce funding available for other elements of cycle improvements.
Elements of the proposed route not being designed to relevant standards	All elements will be to Hampshire Standard Details at detailed design stage.
Mounting heights and width of road signs are insufficient for a cycle route	This is an item which will be covered at detailed design.
Location of utility covers and similar within proposed shared use paths and within carriageway pose a risk where they are in poor condition.	This item will be addressed at detailed design where a significant issue.
Location of bus stops and shelters within shared use path could cause conflict.	The relocation of bus stops, and shelters where present, will be decided at detailed design where necessary

10 COSTING

10.1 INTRODUCTION

10.1.1 The cost estimation has been carried out based on the general arrangement drawings. The rates used have been taken from Spon's Civil Engineering and Highway Price Book (2016) or historic rates deemed to be appropriate for the size and nature of the scheme, as appropriate.

10.1.2 A series of considerations and assumptions have been taken into account to estimate the cost:

- No allowance has been made for works associated with statutory undertakers diversion;
- No allowance has been made for any associated street lighting works.
- It has been assumed that all excavated material is U1A i.e. it is unacceptable in its current form and will require processing to be used. No allowance has been made for the treatment and removal of contaminated/hazardous material, such as asbestos in any part of this estimate;
- VAT has been excluded;
- Client preparation and supervision costs are excluded;
- It is assumed shared use paths have signs every 50m; and
- It is assumed that no markings will be used on shared use paths.

10.2 ROUTE 1

10.2.1 As described in this report, Route 1 will provide a link between Chineham, Sherfield Park and Chineham Business Park to Basingstoke town centre.

Table 10-1 Route 1 Summary of Proposals

SECTION	LENGTH (M)	DESCRIPTION	DETAILS
Basing View to Footbridge	300	Existing shared use path along both sides	No change necessary
Footbridge	140	Existing footbridge over the railway, 3.5m wide	Existing bollards to be removed
			Installation of dropped kerb
Norn Hill	640	Proposed advisory on road cycle lane	Signage and road markings to denote route.
			Re-marking of existing parking bays and addition of entering/exiting tapers and 0.5m dooring zone. Removal of centre line.
			Installation of a traffic calming feature at the intersection with Queen Mary Avenue and raised tables at some junctions.
Reading Road Roundabout	-	Existing shared use path around the roundabout	Installation of directional signage
Reading Road, Popley	800	Existing shared use path along western side	Siding of verges

SECTION	LENGTH (M)	DESCRIPTION	DETAILS
Crockford Roundabout	-	Existing shared use path around the roundabout	Existing subway to be cleaned and vegetation removed
Carpenters Down/Crockford Lane	320	Existing 2.6m wide shared use path along western side	No change necessary
	250	2m wide proposed shared use path	Installation of raised parallel pedestrian and cyclist crossing
Chineham Business Park	1250	Proposed 1.5m wide advisory on road cycle lane	Signage and road markings to denote route.
Crockford Lane	480	3m wide proposed shared use path	Widening of existing path
Crockford Roundabout-Reading Road, Chineham South	180	Along service road	Installation of dropped kerbs at either end
Reading Road	1550	1.5m wide advisory on road cycle lane	Installation of raised parallel pedestrian and cyclist crossing
			Signage and road markings to denote route.
			Provision of formal parking bays and addition of entering/exiting tapers and 0.5m dooring zone. Removal of centre line.
A33	1150	Proposed shared use path along western side of the road	New shared use path up to 3m wide.

10.2.2 Table 10.2 below summarises the construction costs for Route 1 exclusive of any allowance for contractor's overhead costs, preliminaries and an allowance for optimism bias. The full breakdown of costs is in Appendix N

Table 10-2 Route 1 Construction Cost Summary

ROUTE 1		
ITEM	**Cost**	**% Total Cost**
Site Clearance (Series 200)	£29,450	9.90%
Earthworks (Series 600)	£75,361	25.34%
Pavements (Series 700)	£49,101	16.51%
Kerbs, footways & paved areas (Series 1100)	£105,989	35.63%
Traffic signs and road markings (Series 1200)	£33,905	11.40%
Landscape and ecology (Series 300)	£844	0.28%
Cleaning of existing subway	£2,800	0.94%
Total Cost	**£297,450**	**100%**

10.3 ROUTE 5

10.3.1 Route 5 is proposed to link the village of Oakley, and the Hatch Warren and Kempshott areas of Basingstoke to the town centre. For that a series of interventions have been proposed along this Y-shaped Route.

Table 10-3 Route 5 Summary of Proposals

SECTION		LENGTH (M)	DESCRIPTION	DETAILS
Essex Road		300	Existing shared use path along Alençon Link using subway under Victoria Roundabout to link to Essex Road	Re-marking of existing parking bays and addition of entering/exiting tapers and 0.5m dooring zone. Removal of centre line.
Penrith Road		750	1.5m wide advisory on road cycle lane along one side	Re-marking of existing parking bays and addition of entering/exiting tapers and 0.5m dooring zone. Removal of centre line.
Cordale Road		690	Proposed shared use path and quiet street	Route to be indicated by signage and markings
Winchester Road, Sarum Hill		260	Proposed shared use path along Winchester Road on its northern side from Penrith Road to Cordale Road and southern side up to Wessex Close	Width varies between 1.7m and 3m
Winchester Road, Kings Furlong		470	Existing shared use path on southern side of Winchester Road	Conversion of Puffin crossing to a Toucan crossing.
Winchester Roundabout		-	Through subways	Signage improvements
				Speed reduction measures
				Vegetation clearance to be carried out
Winchester Road		700	Proposed shared use path on either side of the road	Route to be indicated by signage
Western Avenue		115	Conversion of existing footway to shared use path.	Widening of 2 existing pedestrian refuges up to 2.5m to allow use by cyclists
Buckland Avenue		340	Route along quiet street	Indicated by signage and markings
Pack Lane	**Eastern Section**	1140	On road cycle lane on both sides	Lane indicated by road markings and signage to highlight presence of cyclists
	Western Section	150	Proposed 2.5m shared use path between Buckskin Lane and Oakley multi-user route on the southern side	Installation of dropped kerb and signage
Oakley path		2197	Along the 3.5m wide existing path	Vegetation clearance and resurfacing works will be carried out along this section
The Drive, Oakley		530	Route along quiet street	Indicated by signage and markings. Dropped kerb installed.

SECTION		LENGTH (M)	DESCRIPTION	DETAILS
Rectory Road/Hill Road, Oakley		1015	Route along quiet street	Indicated by signage and markings
Buckland Parade		290	Along a proposed shared use path	Subway under A30 Winchester Road to be regraded and speed reduction measures considered
Quilter Road		370	Conversion of existing footway to shared use path.	Indicated by signage and markings
A30 Winchester Road	**Eastern Section**	870	Existing footpath running parallel to the A30 to become proposed shared use path up to Kempshott Roundabout	Indicated by signage and markings
	Western Section	800	From Kempshott Roundabout up to subway under A30. Conversion of existing footway to shared use path.	Indicated by signage and markings. Widening of pedestrian refuge on Woodbury Road.
Old Down Park	**First stretch**	40	Shared use path along subway under the A30	3m wide. Speed reduction measures to be considered
	Second stretch	360	Conversion of existing footpath to shared use path.	Surfacing improvements to be carried out
	Third stretch	215	Existing cycle path though Old Down Park	Tie in between paths to be re-graded to provide a consistent transition gradient

10.3.2 Table 10.4 below summarises the construction costs for Route 1 exclusive of any allowance for contractor's overhead costs, preliminaries and an allowance for optimism bias. The full breakdown of costs is in Appendix N

Table 10-4 Route 5 Construction Cost Summary

ROUTE 5		
ITEM	**Cost**	**% Total Cost**
Site Clearance (Series 200)	£54,826	17.1%
Earthworks (Series 600)	£5,400	1.7%
Pavements (Series 700)	£56,318	17.6%
Kerbs, footways & paved areas (Series 1100)	£90,400	28.2%
Traffic signs and road markings (Series 1200)	£101,643	31.8%
Landscape and ecology (Series 300)	£11,520	3.6%
Total Cost	**£320,106**	**100%**

10.4 TOWN CENTRE

10.4.1 The Festival Place shopping centre constitutes a barrier to north-south/east-west journeys through the northern half of the town centre. A new circle shaped cycle route in the town centre has been proposed in order to solve this problem, providing access to key locations within the town and also connecting the proposed northern (Route 1) and southern (Route 5) cycle routes. It will allow users to have a direct and safer route to important locations within Basingstoke.

Table 10-5 Town Centre Summary of Proposals

SECTION		LENGTH (M)	DESCRIPTION	DETAILS
Alençon Link	**Connection to Route 1**	190	1.5m wide proposed advisory on road cycle lane	Signage and road markings to denote route. Installation of dropped kerb and removal of central line
	Connection to Route 5	190	Existing 2m wide shared use path on southern side	No change necessary
Eastrop Roundabout		-	Section to be designated shared use route	Subway under roundabout in which speed reduction measures and installation of mirrors should be considered
Eastrop Lane, Goat Lane and Chequers Road		370	Route along quiet street	Indicated by signage and markings
New Road	**First Section**	20	Proposed short section of shared use path to link between Chequers Road and new Toucan Crossing on New Road	Existing puffin pedestrian crossing will be upgraded to toucan crossing
	Second Section	320	2m wide contraflow cycle lane separated by physical separation.	Junction to be tightened to reduce radius
				Existing road markings to be removed and replaced by new alignment.
				Pedestrian refuge to be removed and ghost island installed
Victoria Street		260	2m wide contraflow cycle lane separated by physical separation.	Existing road markings to be removed and replaced by new alignment.
				Junction to be tightened to reduce radius
Timberlake Road (Footbridge)		75	Existing pedestrian footbridge to be converted to shared use route	Indicated by signage and markings
Church Street		160	Route along quiet street	Indicated by signage and markings
Anvil Footbridge		165	Existing pedestrian footbridge to be converted to shared use route	Indicated by signage and markings

10.4.2 Table 10.6 below summarises the construction costs for Route 1 exclusive of any allowance for contractor's overhead costs, preliminaries and an allowance for optimism bias. The full breakdown of costs is in Appendix N.

Table 10-6 Town Centre Construction Cost Summary

TOWN CENTRE		
ITEM	**AMOUNT**	**%**
Site Clearance (Series 200)	£12,244	13.1%
Earthworks (Series 600)	£1,396	1.5%
Pavements (Series 700)	£1,870	2.0%
Kerbs, footways & paved areas (Series 1100)	£4,204	4.5%
Traffic signs and road markings (Series 1200)	£73,512	78.9%
Total Cost	**£93,227**	**100%**

10.4.3 Once the construction cost for each of the routes has been estimated, other cost have to be added in order to carry out the works:

- Contractor's Overheads: Covers estimating and commercial management, planning and design, purchasing, surveying, insurance, wages and bonuses and site safety. An assumed 5% has been applied. This is indicative only and will vary between tenderers.
- Design costs have not been included in the estimates below. It can be assumed that approximate fees for design are an additional 10-15% of the total construction costs.
- Profit: The level of profit is governed by the degree of competition, but guidance recommends an addition of 5% to 15% onto net turnover. An assumed 10% has been applied.
- Preliminaries: no detailed information is available, it is suggested that when preparing a preliminary estimate an addition of between 15% and 35% of net contract value is made to cover contractors on costs, both time and non-time related. An assumed 35% is included.
- Optimism Bias: There is a demonstrated systematic tendency for project appraisers to be overly optimistic. In order to address this tendency and provide a better estimate of the likely cost and due to the absence of detailed information, an optimism bias is added. According to *HM Treasury Green Book - Supplementary Guidance* a 44% is recommended for standard civil engineering works such as these.

10.4.4 The following table summarises the estimated construction cost taking into account the expenses explained above:

Table 10-7 Summary of Total Costs

	Route 1	Route 5	Town Centre
CONSTRUCTION COST	£297,450	£ 320,106	£ 93,227
CONTRACTORS OH&P (15%)	£44,617	£ 48,016	£ 13,984
PRELIMINARIES 35% (INC T.M.)	£119,723	£ 128,843	£ 37,524
OPTIMISM BIAS (44%)	£203,188	£ 218,664	£ 63,683
ESTIMATED CONSTRUCTION COST	**£664,978**	**£ 715,629**	**£ 208,417**

11 OUTLINE DELIVERY PLAN

11.1 INTRODUCTION

11.1.1 Indicative, high level, outline delivery plans, setting out possible programmes for the design and construction of each route and an overall plan for the three routes have been produced and are shown in Appendix O.

11.1.2 In summary, overall programme for the three routes is assumed to commence on 3rd January 2017. Based on this start date, and assuming the development is continuous, the construction of the three routes will be completed in April 2019.

11.1.3 The design and construction of each route could be undertaken simultaneously, or sequentially. This will depend on political will and, how and when funding comes forward. Therefore, a series of considerations and assumptions have been taken, in order to produce the plans. Timescales have been estimated based on previous experience for the design and construction stages of similar schemes.

- It has been assumed that each route will be designed and constructed as one project and delivered sequentially and that the design for each route will commence when the detailed design has been completed for the previous route; and
- It has been assumed that Corridor 1 will be delivered first, given the opportunity to provide low cost, ‘quick win’ measures. This will then be followed by Corridor 5 and then the town centre. Should it not be possible to implement the routes comprehensively, opportunities to implement the interventions should be explored as development comes forward on nearby sites.

12 CONCLUSIONS

12.1 INTRODUCTION

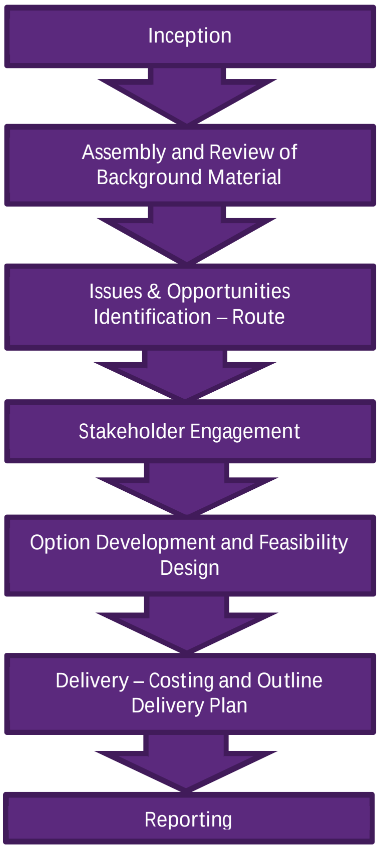
12.1.1 The objectives of Basingstoke and Deane Borough Council for this study were to connect residential areas with key destinations by providing direct, continuous, convenient cycle route or linkages. Their main focus is on the creation of Strategic Cycling Network, developed through the corridors to provide radial routes. These improved connections will link to the following destinations:

- Employment areas and schools to encourage cycling to work and school;
- Key public transport interchange at Basingstoke rail station to capitalise on the high level of rail use and encourage cycling as part of longer multi-modal journeys; and
- Other key services such as health, shopping, libraries and leisure activities to encourage cycling as a mode of transport to access key services.

12.1.2 BDBC have set a target of doubling both the number of trips to work made by bicycle and doubling the number of bikes travelling over the identified cycle counters in Basingstoke by 2021.

12.1.3 This study has set out a strategy for meeting these objectives through the provision of three routes; Corridor 1 towards Chineham and Chineham Business Park, Corridor 5 towards Hatch Warren and Oakley, and a town centre loop.

12.1.4 These three routes have been developed through a staged process:


Inception
Assembly and Review of Background Material
Issues & Opportunities Identification – Route
Stakeholder Engagement
Option Development and Feasibility Design
Delivery – Costing and Outline Delivery Plan
Reporting

12.2 SUMMARY OF PROPOSALS

12.2.1 In general, along Corridors 1 and 5, the bronze option has been chosen. The bronze option utilises existing infrastructure and makes small improvements. These small improvements include signage or maintenance work to develop a coherent route.

12.2.2 Within the town centre, a mixture of intervention levels has been selected. All proposals put forward had challenges associated with them, in terms of acceptability, due to the dominance of cars within the town centre.

12.3 FUTURE DEVELOPMENT AND OPPORTUNITIES

12.3.1 The proposals put forward as the proposed route options for Corridor 1 and Corridor 5 are “quick wins”, some of which can be achieved with minimal cost. These options will give a good basis from which to evolve Basingstoke Cycle Network but more ambition and/or investment might be necessary to achieve BDBC ambitious target to double journey to work trips by bicycle.

12.3.2 For cycling to become the preferred option for 4,000 people per day, it should be seen as the superior choice compared to driving. Therefore cycle infrastructure should meet the Sustrans Core Principles for High Quality Design which are:

- Safety;
- Directness;
- Comfort;
- Coherence; and
- Attractiveness.

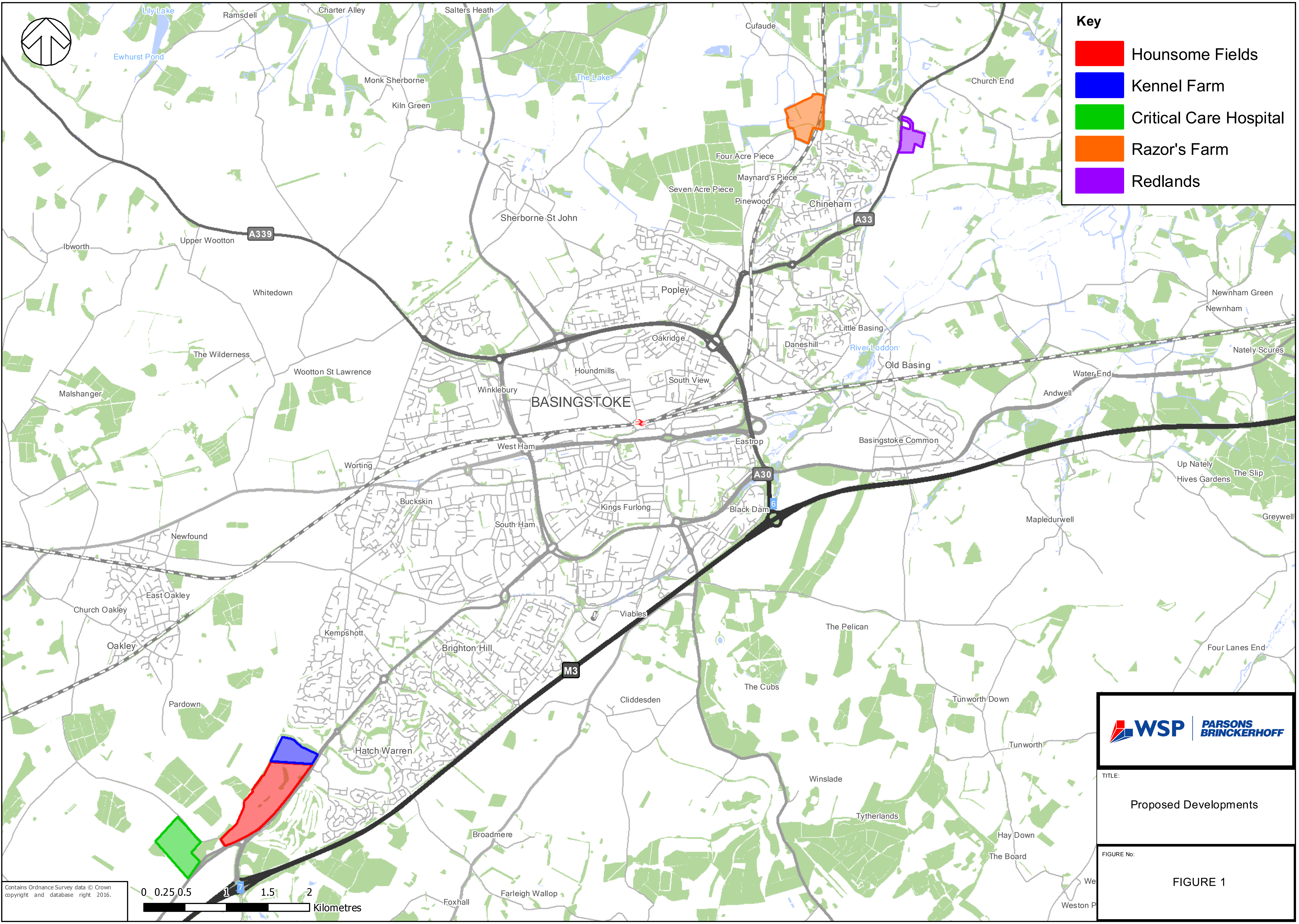
12.3.3 As shown in the Options Appraisal, the Route 1, Route 5 and the Town Centre Loop meet these principles averaging 1.4 for Route 1, 1.5 for Route 5 and 1.7 for Town Centre where 1 is excellent and 5 is unacceptable. Therefore, the proposals are very good; however they might need to be excellent to achieve the modal shift desired.

Appendix A

PROPOSED DEVELOPMENTS

Date Modified:

Drawn By:


Key
🟥 Hounsome Fields
🟦 Kennel Farm
🟩 Critical Care Hospital
🟧 Razor's Farm
🟪 Redlands
Lily Lake
Ramsdell
Charter Alley
Salters Heath
Cufaude
Ewhurst Pond
Monk Sherborne
The Lake
Church End
Kiln Green
Four Acre Piece
Maynard's Piece
Seven Acre Piece
Pinewood
Chineham
A33
Sherborne St John
A339
Upper Wootton
Ibworth
Whitedown
Popley
Newnham Green
Newnham
Little Basing
Oakridge
Daneshill
River Loddon
Nately Scures
The Wilderness
Old Basing
Wootton St Lawrence
Houndmills
Water End
South View
Malshanger
Winklebury
Andwell
BASINGSTOKE
West Ham
Eastrop
Basingstoke Common
Worting
A30
Up Nately
The Slip
Hives Gardens
Buckskin
Kings Furlong
Black Dam
6
Greywell
South Ham
Mapledurwell
Newfound
East Oakley
Church Oakley
Viables
The Pelican
Kempshott
Oakley
Brighton Hill
Four Lanes End
M3
The Cubs
Pardown
Cliddesden
Tunworth Down
Hatch Warren
Tunworth
Winslade
Tytherlands
Broadmere
Hay Down
The Board
7
Foxhall
Farleigh Wallop
Weston P
We
0 0.25 0.5 1 1.5 2
Kilometres

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WSP | PARSONS BRINCKERHOFF

TITLE:

Proposed Developments

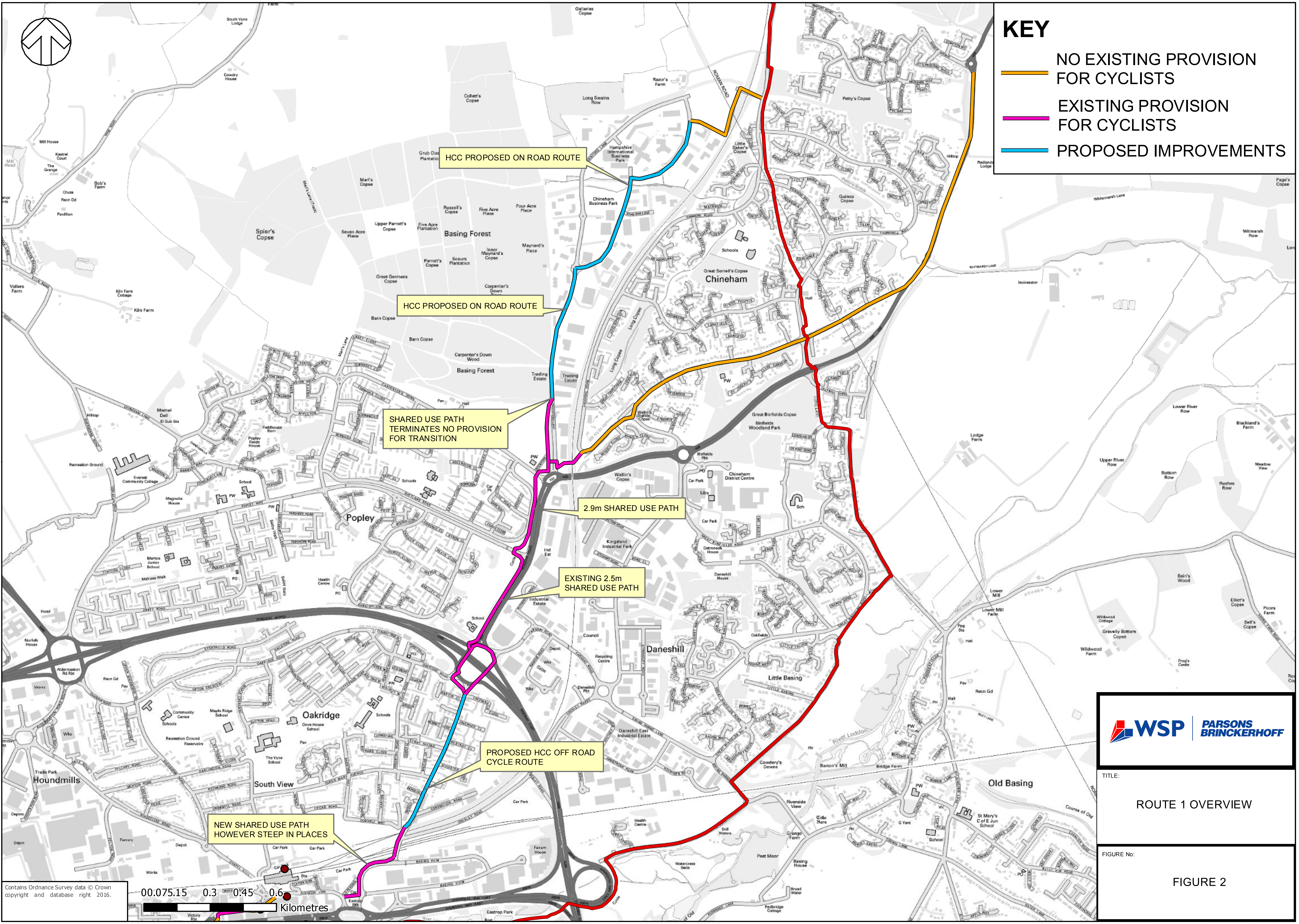
FIGURE No:

FIGURE 1

File:

Appendix B

EXISTING PROVISION ALONG CORRIDOR 1


Basing Forest
Chineham
Popley
Daneshill
Little Basing
Oakridge
South View
Houndmills
Old Basing
River Loddon
0 0.075 0.15 0.3 0.45 0.6
Kilometres

KEY

- NO EXISTING PROVISION FOR CYCLISTS
- EXISTING PROVISION FOR CYCLISTS
- PROPOSED IMPROVEMENTS

HCC PROPOSED ON ROAD ROUTE

HCC PROPOSED ON ROAD ROUTE

SHARED USE PATH TERMINATES NO PROVISION FOR TRANSITION

2.9m SHARED USE PATH

EXISTING 2.5m SHARED USE PATH

PROPOSED HCC OFF ROAD CYCLE ROUTE

NEW SHARED USE PATH HOWEVER STEEP IN PLACES

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WSP | PARSONS BRINCKERHOFF

TITLE:

ROUTE 1 OVERVIEW

FIGURE No:

FIGURE 2

Drawn By: William Poetz

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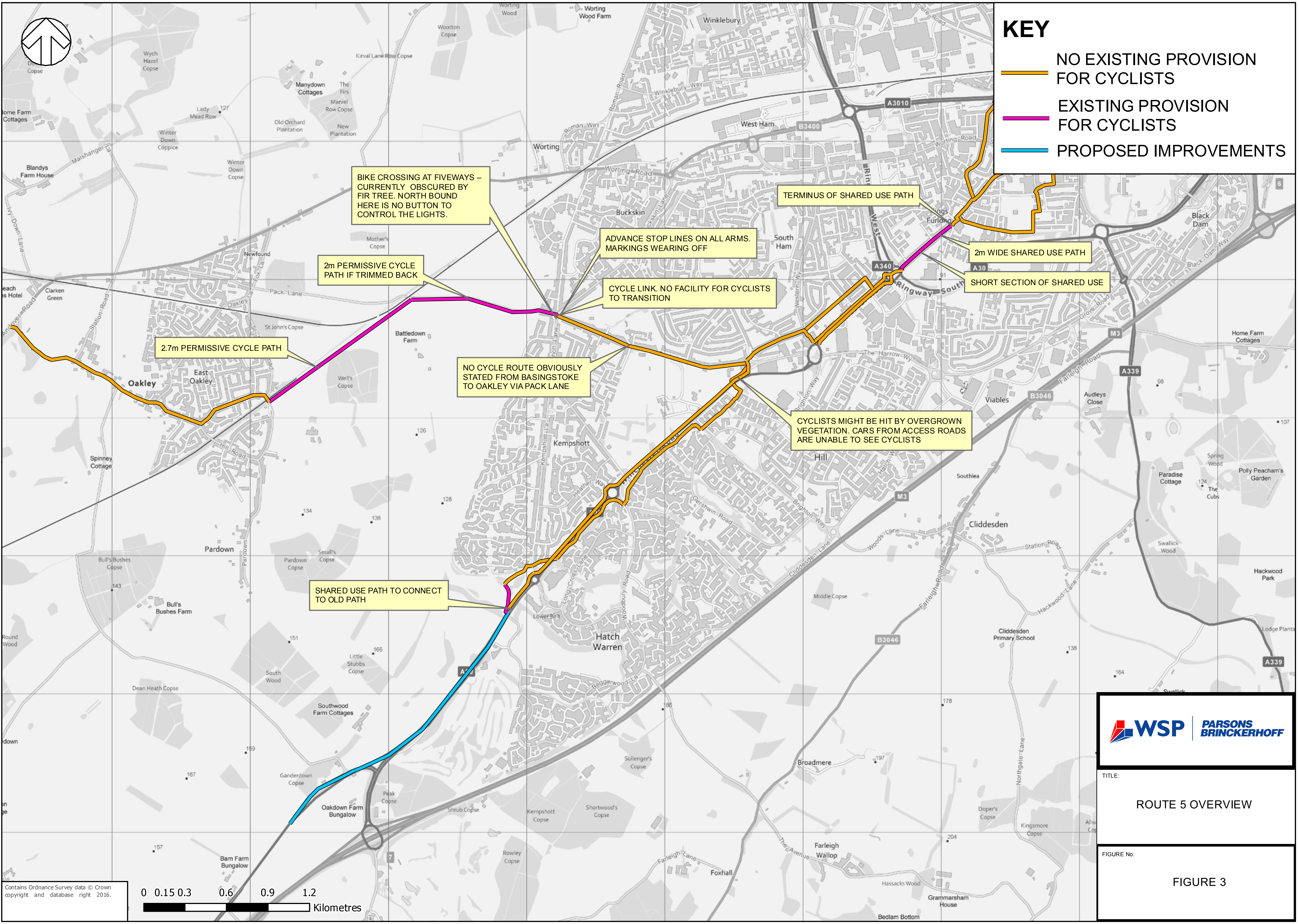
Appendix C

EXISTING PROVISION ALONG CORRIDOR 5



Winklebury
West Ham
Worting
Buckskin
South Ham
Oakley
East Oakley
Kempshott
Hatch Warren
Cliddesden
Black Dam
Viables
Broadmere
Farleigh Wallop
Foxhall
Pardown
Newfound
Battledown Farm
Manydown Cottages
Winter Down Coppice
Blandys Farm House
Clarken Green
Spinney Cottage
Bull's Bushes Farm
Southwood Farm Cottages
Oakdown Farm Bungalow
Barn Farm Bungalow
Home Farm Cottages
Polly Peacham's Garden
Hackwood Park
Cliddesden Primary School
Grammarsham House
Bedlam Bottom
A3010
B3400
A340
A30
M3
A339
B3046
Ringway South
Ringway West
Worting Road
Pack Lane
Kilometres
0
0.15
0.3
0.6
0.9
1.2

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KEY

🟧	NO EXISTING PROVISION FOR CYCLISTS
🟪	EXISTING PROVISION FOR CYCLISTS
🟦	PROPOSED IMPROVEMENTS

BIKE CROSSING AT FIVEWAYS – CURRENTLY OBSCURED BY FIR TREE. NORTH BOUND HERE IS NO BUTTON TO CONTROL THE LIGHTS.

ADVANCE STOP LINES ON ALL ARMS. MARKINGS WEARING OFF

TERMINUS OF SHARED USE PATH

2m PERMISSIVE CYCLE PATH IF TRIMMED BACK

CYCLE LINK. NO FACILITY FOR CYCLISTS TO TRANSITION

2m WIDE SHARED USE PATH

SHORT SECTION OF SHARED USE

2.7m PERMISSIVE CYCLE PATH

NO CYCLE ROUTE OBVIOUSLY STATED FROM BASINGSTOKE TO OAKLEY VIA PACK LANE

CYCLISTS MIGHT BE HIT BY OVERGROWN VEGETATION. CARS FROM ACCESS ROADS ARE UNABLE TO SEE CYCLISTS

SHARED USE PATH TO CONNECT TO OLD PATH

Drawn By: William Poetz

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WSP | PARSONS BRINCKERHOFF

TITLE:

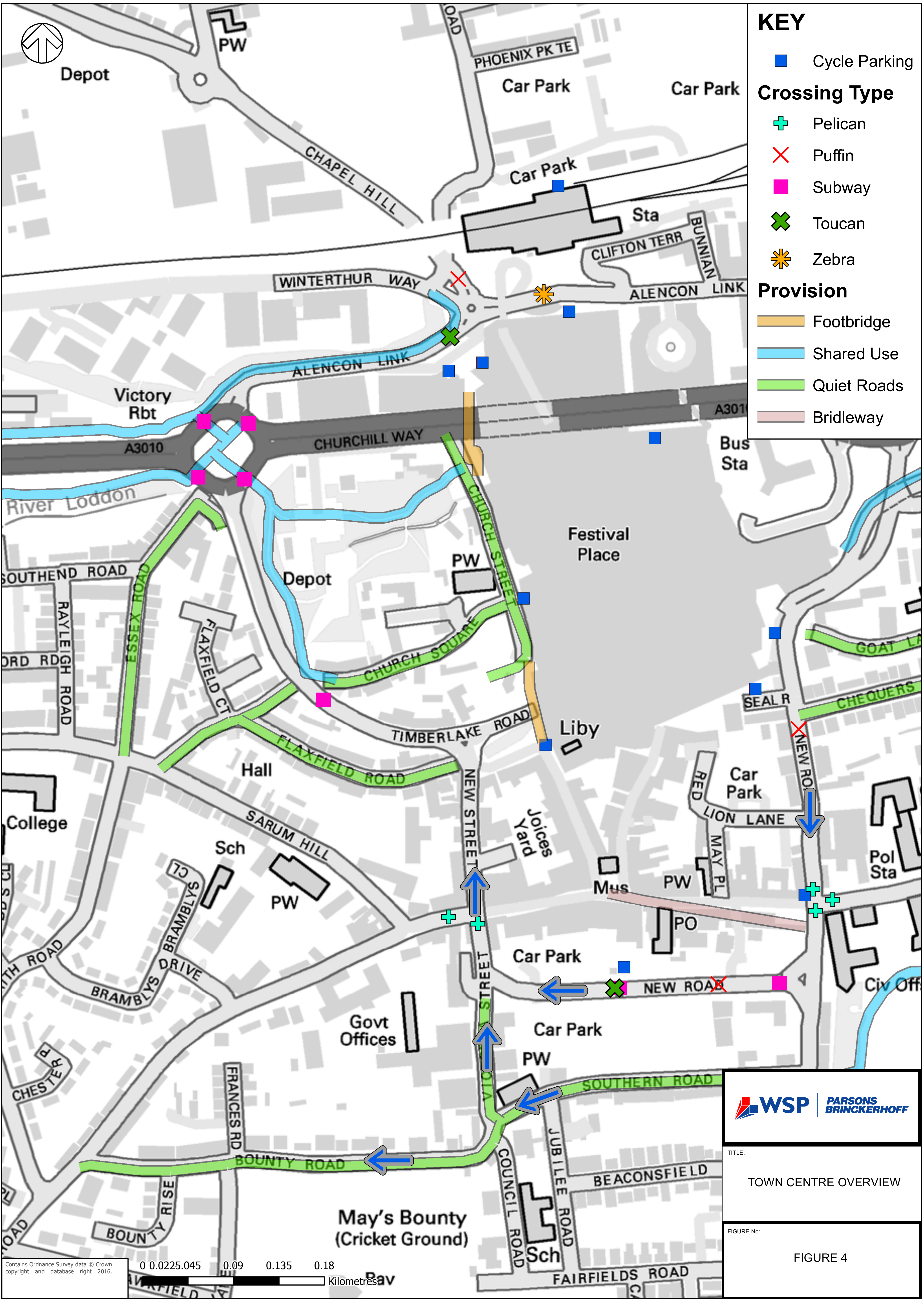
ROUTE 5 OVERVIEW

FIGURE No:

FIGURE 3

Appendix D

PROVISION IN THE TOWN CENTRE


KEY
Cycle Parking
Crossing Type
Pelican
Puffin
Subway
Toucan
Zebra
Provision
Footbridge
Shared Use
Quiet Roads
Bridleway
Depot
PW
PHOENIX PK TE
Car Park
Car Park
CHAPEL HILL
Car Park
Sta
CLIFTON TERR
BUNNIAN
WINTERTHUR WAY
ALENCON LINK
ALENCON LINK
Victory Rbt
A3010
CHURCHILL WAY
A3010
Bus Sta
River Loddon
Depot
PW
CHURCH STREET
Festival Place
SOUTHEND ROAD
ESSEX ROAD
RAYLEIGH ROAD
FLAXFIELD CT
CHURCH SQUARE
TIMBERLAKE ROAD
Liby
SEAL R
GOAT LA
CHEQUERS
NEW ROAD
Car Park
RED LION LANE
MAY PL
Hall
FLAXFIELD ROAD
NEW STREET
Joices Yard
College
SARUM HILL
Sch
PW
Mus
PW
PO
Pol Sta
BRAMBLYS CL
BRAMBLYS DRIVE
Car Park
NEW ROAD
Civ Off
Govt Offices
Car Park
PW
SOUTHERN ROAD
CHESTER PL
FRANCES RD
BOUNTY ROAD
NEW STREET
JUBILEE ROAD
COUNCIL ROAD
BEACONSFIELD
BOUNTY RISE
May's Bounty (Cricket Ground)
Sch
Pav
FAIRFIELDS ROAD
0 0.0225 0.045 0.09 0.135 0.18
Kilometres

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WSP | PARSONS BRINCKERHOFF

TITLE:

TOWN CENTRE OVERVIEW

FIGURE No:

FIGURE 4

Drawn By: William Poetz

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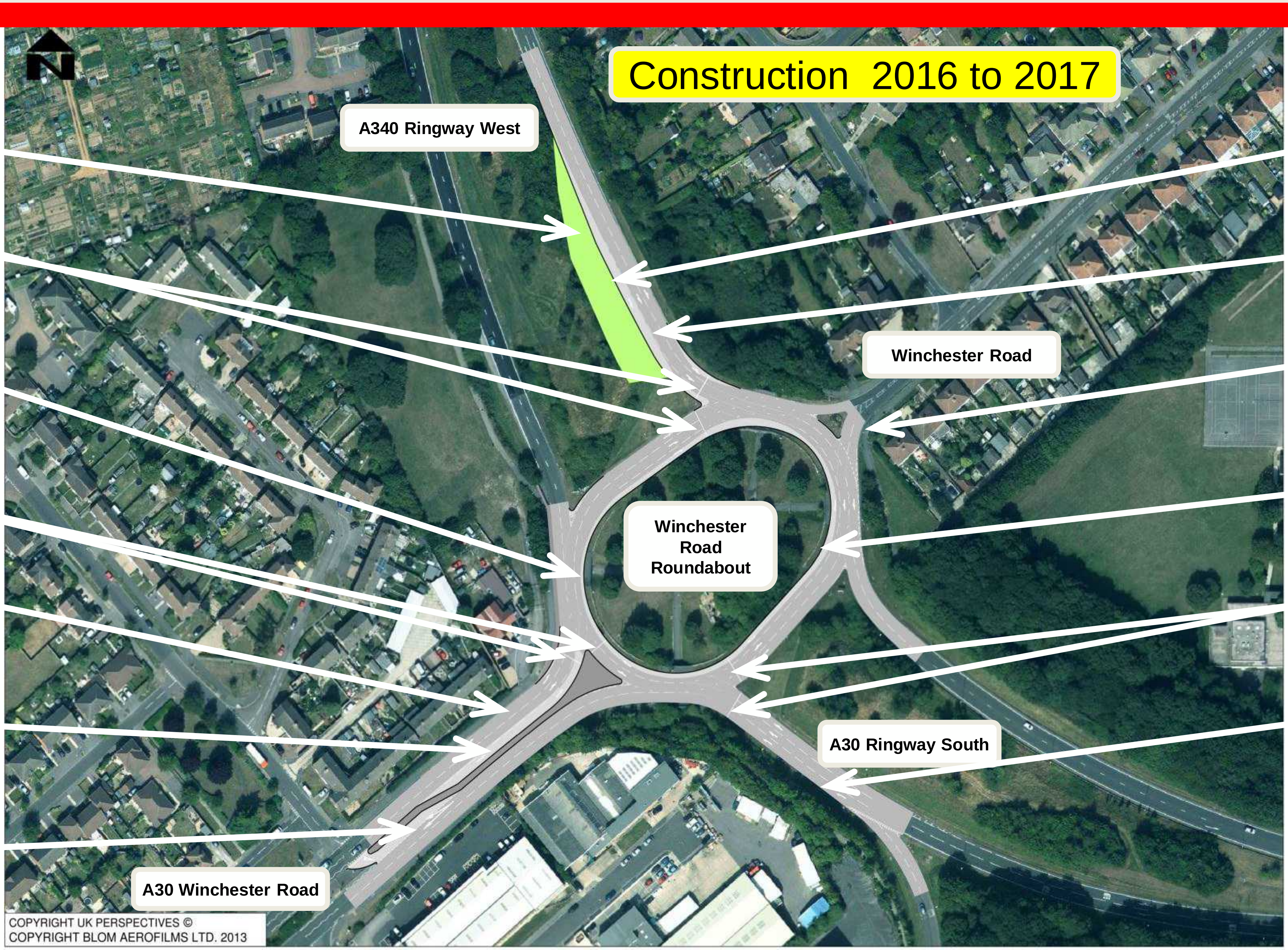
Appendix E

HAMPSHIRE COUNTY COUNCIL HIGHWAY IMPROVEMENT PROPOSALS

FIGURE 5 A30 Winchester Road Roundabout Improvements

4. Scheme Details


Construction 2016 to 2017
A340 Ringway West
Winchester Road
Winchester Road Roundabout
A30 Ringway South
A30 Winchester Road
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Re-grading of existing embankment to enable road widening

Proposed traffic light controlled junction

Road widening into existing central roundabout island to provide additional lane

Proposed traffic light controlled junction

Provision of two left turn lanes

Road widening into central reservation to provide additional approach lane

Hill View Road dedicated right turn bus lane to be shortened

Road widening into central reservation to provide additional approach lane

Provision of additional right turn lane

Winchester Road approach to remain unchanged (no traffic lights)

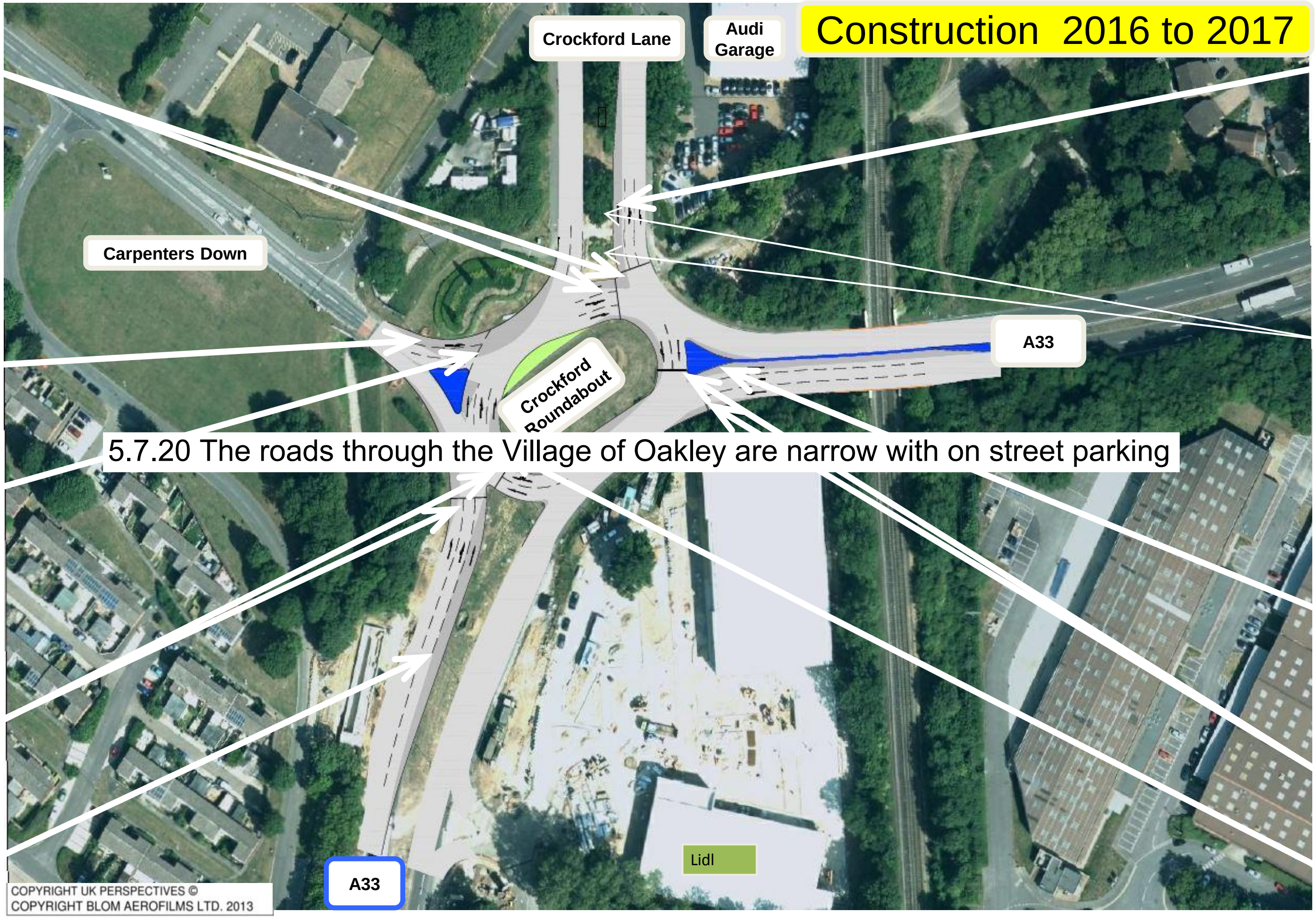
Road widening into existing central roundabout island to provide additional lane

Proposed traffic light controlled junction

Additional approach lane to be provided by removing existing hatch road markings

FIGURE 6 A33 Crockford Roundabout Improvements

4. Proposed Scheme



Construction 2016 to 2017

5.7.20 The roads through the Village of Oakley are narrow with on street parking

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Proposed traffic light controlled junction

Road widening into verge to provide additional lane

Carpenters Down approach to remain as give way (no traffic lights)

Proposed traffic light controlled junction

Carriageway widening into central reservation to provide additional lane on approach to roundabout

Road widening into central reservation to provide additional lane on southbound approach

Potential impact on trees being assessed

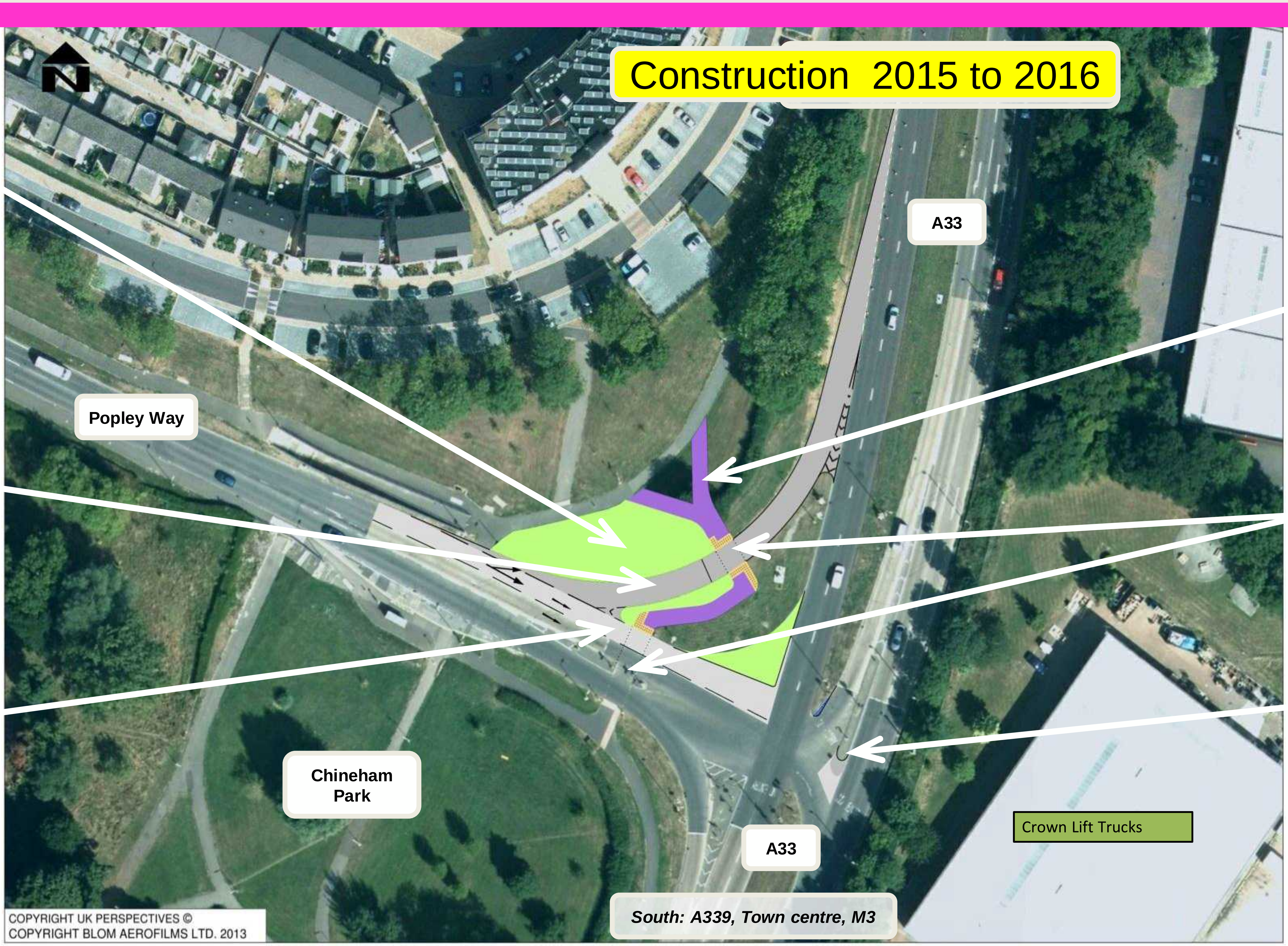
Road widening into central reservation to provide additional lane on approach to roundabout

Proposed traffic light controlled junction

Road widening into existing central roundabout island to provide additional lane

FIGURE 7 A33 Popley Way Junction Improvements

8. Scheme Details – 2015/16 Start Date



Construction 2015 to 2016
A33
Popley Way
Chineham Park
A33
Crown Lift Trucks
South: A339, Town centre, M3
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Verge to be planted with trees and shrubs

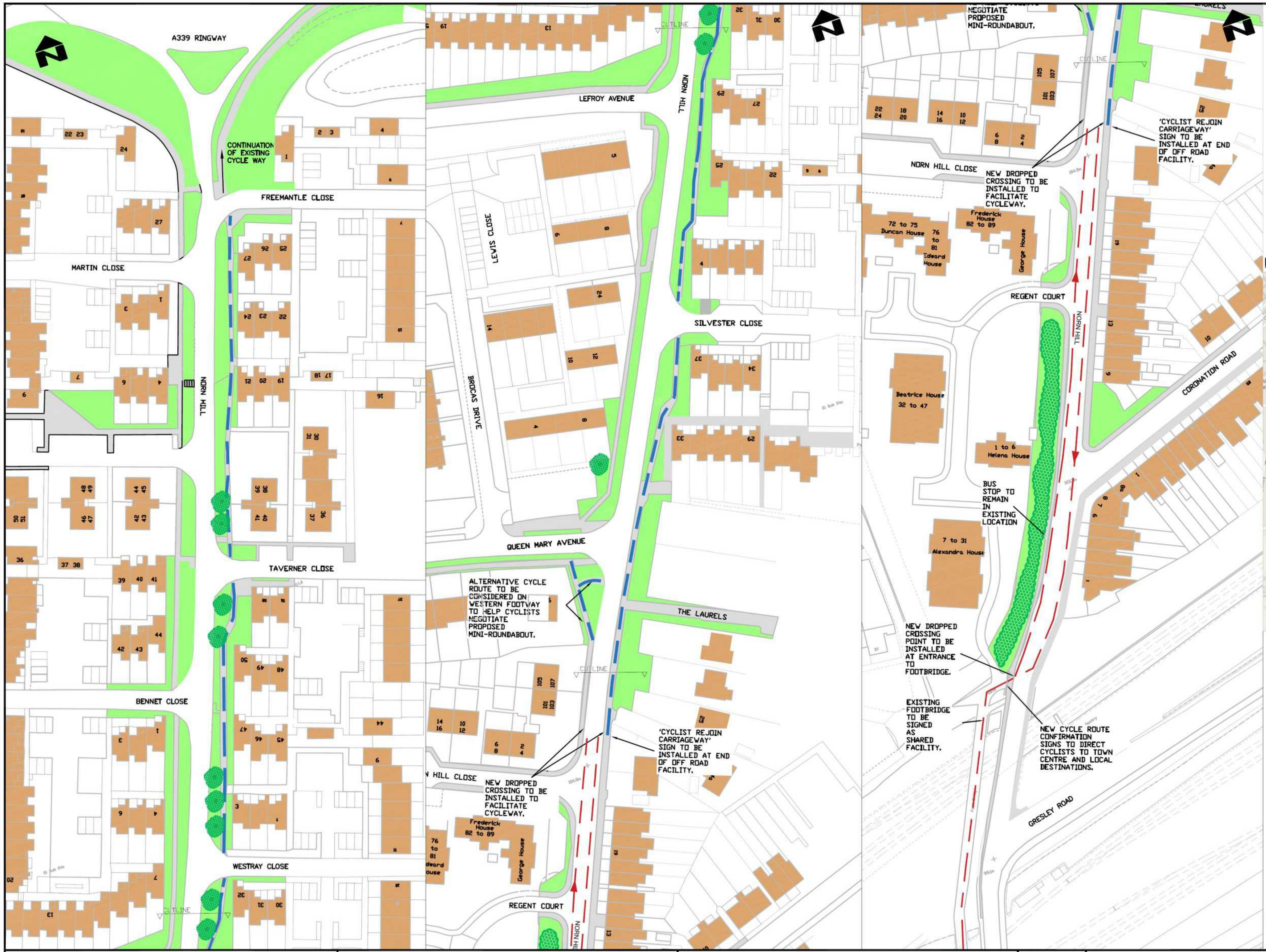
Road widening into verge to provide dedicated left turn lane

Both lanes to be used by right turning traffic

Proposed shared cycle and pedestrian path linking to existing paths

Signalised cycle and pedestrian crossings

Central reserve shortened to allow two lanes of traffic to turn right out of Popley Way


A339 RINGWAY
CONTINUATION OF EXISTING CYCLE WAY
FREEMANTLE CLOSE
MARTIN CLOSE
NORN HILL
TAVERNER CLOSE
BENNET CLOSE
WESTRAY CLOSE
LEFROY AVENUE
LEVIS CLOSE
BROCAS DRIVE
QUEEN MARY AVENUE
SILVESTER CLOSE
THE LAURELS
ALTERNATIVE CYCLE ROUTE TO BE CONSIDERED ON WESTERN FOOTWAY TO HELP CYCLISTS NEGOTIATE PROPOSED MINI-ROUNDABOUT.
'CYCLIST REJOIN CARRIAGEWAY' SIGN TO BE INSTALLED AT END OF OFF ROAD FACILITY.
NEW DROPPED CROSSING TO BE INSTALLED TO FACILITATE CYCLEWAY.
NORN HILL CLOSE
REGENT COURT
Frederick House 82 to 89
George House
72 to 75 Duncan House
76 to 81 Edward House
Beatrice House 32 to 47
1 to 6 Helena House
7 to 31 Alexandra House
CORONATION ROAD
BUS STOP TO REMAIN IN EXISTING LOCATION
NEW DROPPED CROSSING POINT TO BE INSTALLED AT ENTRANCE TO FOOTBRIDGE.
EXISTING FOOTBRIDGE TO BE SIGNED AS SHARED FACILITY.
NEW CYCLE ROUTE CONFIRMATION SIGNS TO DIRECT CYCLISTS TO TOWN CENTRE AND LOCAL DESTINATIONS.
GRESLEY ROAD
CUTLINE

NOTES:

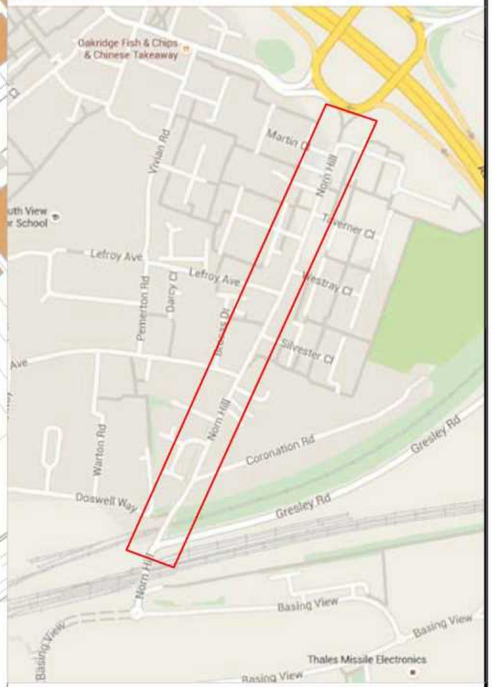
1. THIS DRAWING SHALL BE USED FOR INFORMATION PURPOSES ONLY AND SHALL NOT BE USED FOR CONSTRUCTION.

LEGEND:

▬ ▬ PROPOSED OFF ROAD CYCLEWAY/ FOOTWAY (2.5 meters width)

▬ ▬ PROPOSED ON ROAD ADVISORY CYCLE ROUTE

LOCATION PLAN


Oakridge Fish & Chips & Chinese Takeaway
Martin
Norn Hill
Lefroy Ave
Pemerton Rd
Warton Rd
Doswell Way
Coronation Rd
Gresley Rd
Basing View
Thales Missile Electronics

REV	AMENDMENTS	DATE	CAD	CHKD	APPD
A	AMENDMENTS TO BASE MAP AND CYCLEWAY ROUTE DETAIL	01.12.2015	SRH	GJB	GJB

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
IMPLEMENTATION GROUP

CONSULTANT
EASTLEIGH BOROUGH COUNCIL

Transportation and Engineering
Eastleigh House,
Upper Market Street, Eastleigh,
Hampshire, SO50 9YN
Telephone: (023) 8068 8000
Fax: (023) 8064 3952
Email: engineers@eastleigh.gov.uk

DESIGNER SRH
CAD SRH
CHECKED GJB | GJB
APPROVED GJB | GJB

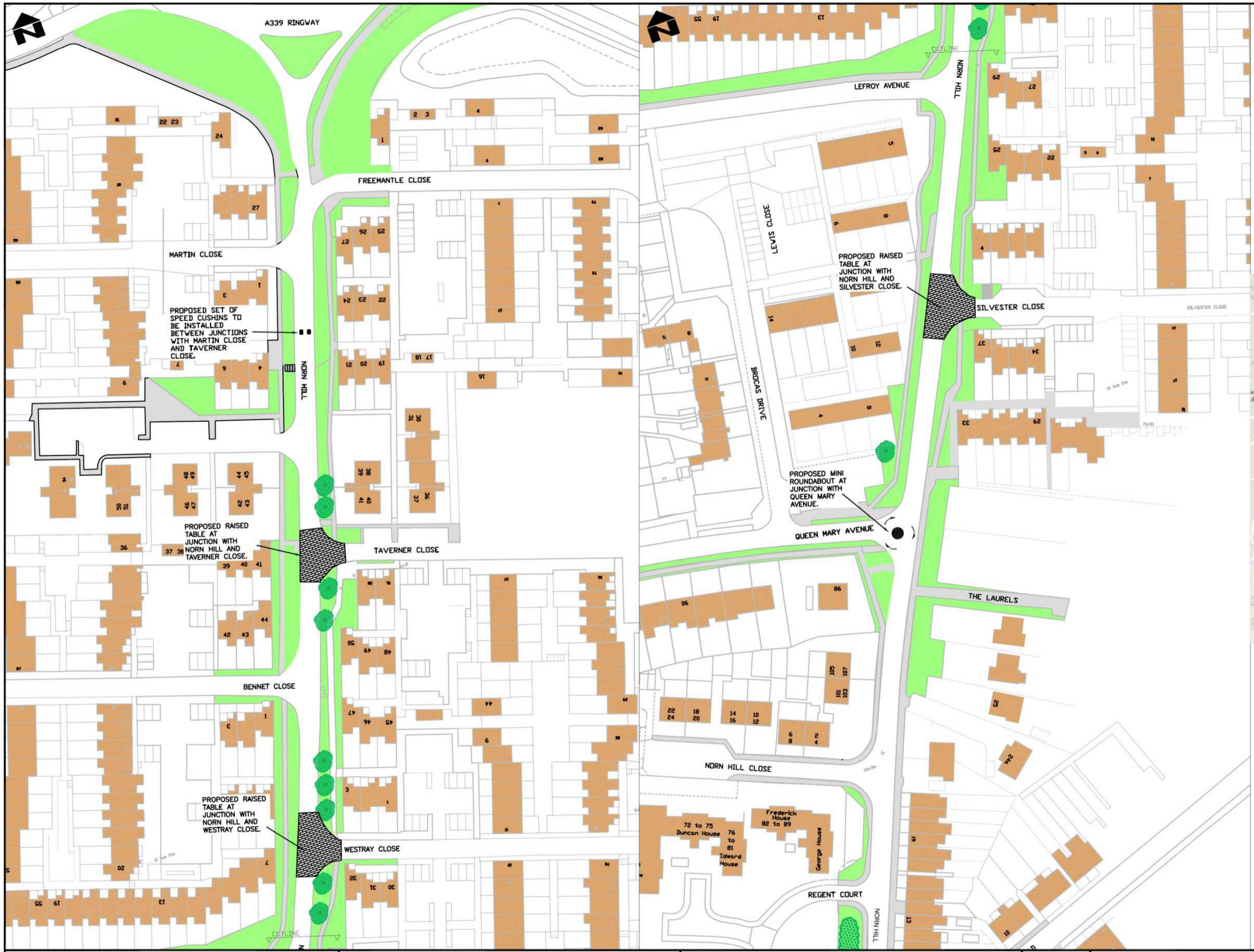
SCHEME
NORN HILL, BASINGSTOKE
JOB No. HC/01317

SCALE @ A3 1:1250
DATE 17.12.2015
SHEET NUMBER 1 OF 2

DRAWING TITLE
PROPOSED CYCLEWAY
HCC CAD PLOT: 01/11/2012 11:53:27
DRAWING NUMBER HC/01317/005
REV A

Hampshire County Council

HCC CAD FILE: U:\Transportation & Engineering\FILE SYSTEM\Ehc - hampshire capital\HC01317 - Norn Hill, Basingstoke - Cycleway feasibility\Drawings\Feasibility Drawings\Consultation\REV A\Norn Hill Consultation.dwg


A339 RINGWAY
FREEMANTLE CLOSE
MARTIN CLOSE
NORN HILL
TAVERNER CLOSE
BENNET CLOSE
WESTRAY CLOSE
CUTLINE
LEFROY AVENUE
LEVIS CLOSE
BROCAS DRIVE
SILVESTER CLOSE
QUEEN MARY AVENUE
THE LAURELS
NORN HILL CLOSE
REGENT COURT
72 to 75 Duncan House
76 to 81 Edward House
Frederick House 82 to 89
George House

PROPOSED SET OF SPEED CUSHIONS TO BE INSTALLED BETWEEN JUNCTIONS WITH MARTIN CLOSE AND TAVERNER CLOSE.

PROPOSED RAISED TABLE AT JUNCTION WITH NORN HILL AND TAVERNER CLOSE.

PROPOSED RAISED TABLE AT JUNCTION WITH NORN HILL AND WESTRAY CLOSE.

PROPOSED RAISED TABLE AT JUNCTION WITH NORN HILL AND SILVESTER CLOSE.

PROPOSED MINI ROUNDABOUT AT JUNCTION WITH QUEEN MARY AVENUE.

NOTES:

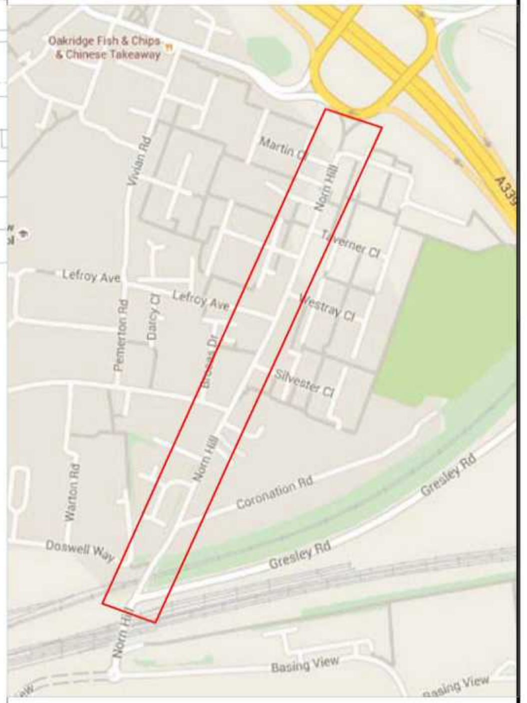
1. THIS DRAWING SHALL BE USED FOR INFORMATION PURPOSES ONLY AND SHALL NOT BE USED FOR CONSTRUCTION.

LEGEND:

▨ PROPOSED TARMAC RAISED TABLE AREA (75mm height)

■ ■ PROPOSED TARMAC SPEED CUSHIONS

LOCATION PLAN


Oakridge Fish & Chips & Chinese Takeaway
Martin Cl
Norn Hill
Taverner Cl
Westray Cl
Silvester Cl
Lefroy Ave
Darcy Cl
Brocas Dr
Pemerton Rd
Vivian Rd
Warton Rd
Doswell Way
Coronation Rd
Gresley Rd
Basing View
A339

Hampshire County Council

A	AMENDMENTS TO BASE MAP	01.12.2015	SRH	GJB	GJB
REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
IMPLEMENTATION GROUP

CONSULTANT
EASTLEIGH BOROUGH COUNCIL

Transportation and Engineering
Eastleigh House,
Upper Market Street, Eastleigh,
Hampshire, SO50 9YN
Telephone: (023) 8068 8000
Fax: (023) 8064 3952
Email: engineers@eastleigh.gov.uk

DESIGNER SRH
CAD SRH
CHECKED GJB | GJB
APPROVED GJB | GJB

SCHEME
NORN HILL, BASINGSTOKE
JOB No. HC/01317

DRAWING TITLE
PROPOSED TRAFFIC CALMING MEASURES
HCC CAD PLOT: 01/11/2012 11:53:27

SCALE @ A3 1;1250
DATE 17.12.2015
SHEET NUMBER 2 OF 2
DRAWING NUMBER HC/01317/006
REV A

HCC CAD FILE: U:\Transportation & Engineering\FILE SYSTEM\Ehc - hampshire capital\HC01317 - Norn Hill, Basingstoke - Cycleway feasibility\Drawings\Feasibility Drawings\Consultation\REV A\Norn Hill Consultation.dwg

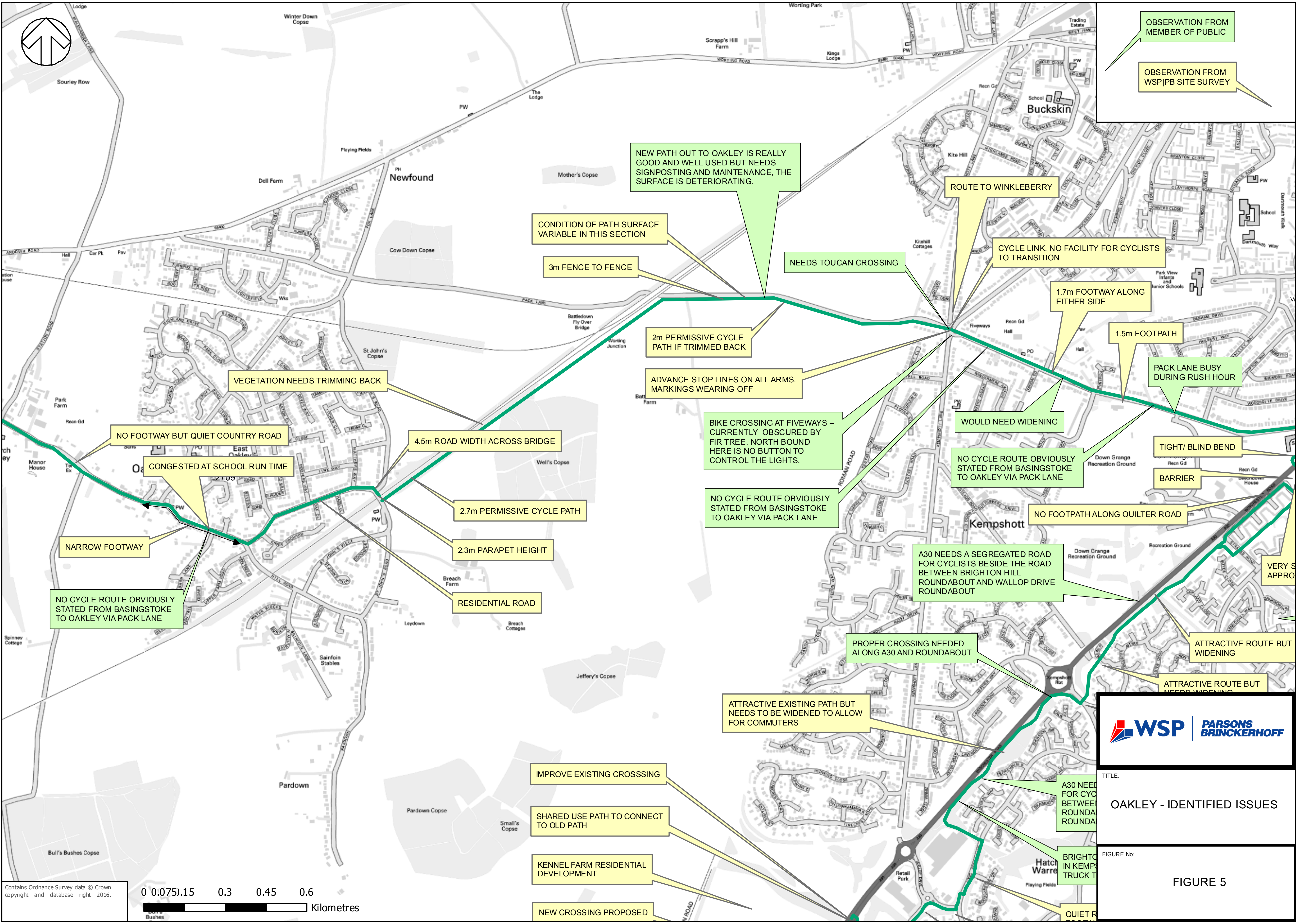
Appendix F

SITE OBSERVATIONS

Date Modified:

Drawn By:

File:


OBSERVATION FROM MEMBER OF PUBLIC
OBSERVATION FROM WSP|PB SITE SURVEY
Newfound
Buckskin
Kempshott
Oakley
Dell Farm
Cow Down Copse
Mother's Copse
Pardown
Pardown Copse
Bull's Bushes Copse
Jeffery's Copse
Well's Copse
Battledown Fly Over Bridge
Worting Junction
Fiveways
Kempshott Rbt
Retail Park
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0 0.075).15 0.3 0.45 0.6
Kilometres

NEW PATH OUT TO OAKLEY IS REALLY GOOD AND WELL USED BUT NEEDS SIGNPOSTING AND MAINTENANCE, THE SURFACE IS DETERIORATING.

ROUTE TO WINKLEBERRY

CONDITION OF PATH SURFACE VARIABLE IN THIS SECTION

NEEDS TOUCAN CROSSING

CYCLE LINK. NO FACILITY FOR CYCLISTS TO TRANSITION

3m FENCE TO FENCE

1.7m FOOTWAY ALONG EITHER SIDE

2m PERMISSIVE CYCLE PATH IF TRIMMED BACK

1.5m FOOTPATH

PACK LANE BUSY DURING RUSH HOUR

VEGETATION NEEDS TRIMMING BACK

ADVANCE STOP LINES ON ALL ARMS. MARKINGS WEARING OFF

WOULD NEED WIDENING

BIKE CROSSING AT FIVEWAYS – CURRENTLY OBSCURED BY FIR TREE. NORTH BOUND HERE IS NO BUTTON TO CONTROL THE LIGHTS.

NO FOOTWAY BUT QUIET COUNTRY ROAD

4.5m ROAD WIDTH ACROSS BRIDGE

TIGHT/ BLIND BEND

NO CYCLE ROUTE OBVIOUSLY STATED FROM BASINGSTOKE TO OAKLEY VIA PACK LANE

CONGESTED AT SCHOOL RUN TIME

BARRIER

NO CYCLE ROUTE OBVIOUSLY STATED FROM BASINGSTOKE TO OAKLEY VIA PACK LANE

2.7m PERMISSIVE CYCLE PATH

NO FOOTPATH ALONG QUILTER ROAD

NARROW FOOTWAY

2.3m PARAPET HEIGHT

A30 NEEDS A SEGREGATED ROAD FOR CYCLISTS BESIDE THE ROAD BETWEEN BRIGHTON HILL ROUNDABOUT AND WALLOP DRIVE ROUNDABOUT

VERY S
APPRO

NO CYCLE ROUTE OBVIOUSLY STATED FROM BASINGSTOKE TO OAKLEY VIA PACK LANE

RESIDENTIAL ROAD

PROPER CROSSING NEEDED ALONG A30 AND ROUNDABOUT

ATTRACTIVE ROUTE BUT
WIDENING

ATTRACTIVE ROUTE BUT NEEDS WIDENING

ATTRACTIVE EXISTING PATH BUT NEEDS TO BE WIDENED TO ALLOW FOR COMMUTERS

IMPROVE EXISTING CROSSSING

A30 NEED
FOR CYC
BETWEE
ROUNDA
ROUNDA

SHARED USE PATH TO CONNECT TO OLD PATH

BRIGHTO
IN KEMPS
TRUCK T

KENNEL FARM RESIDENTIAL DEVELOPMENT

NEW CROSSING PROPOSED

QUIET R

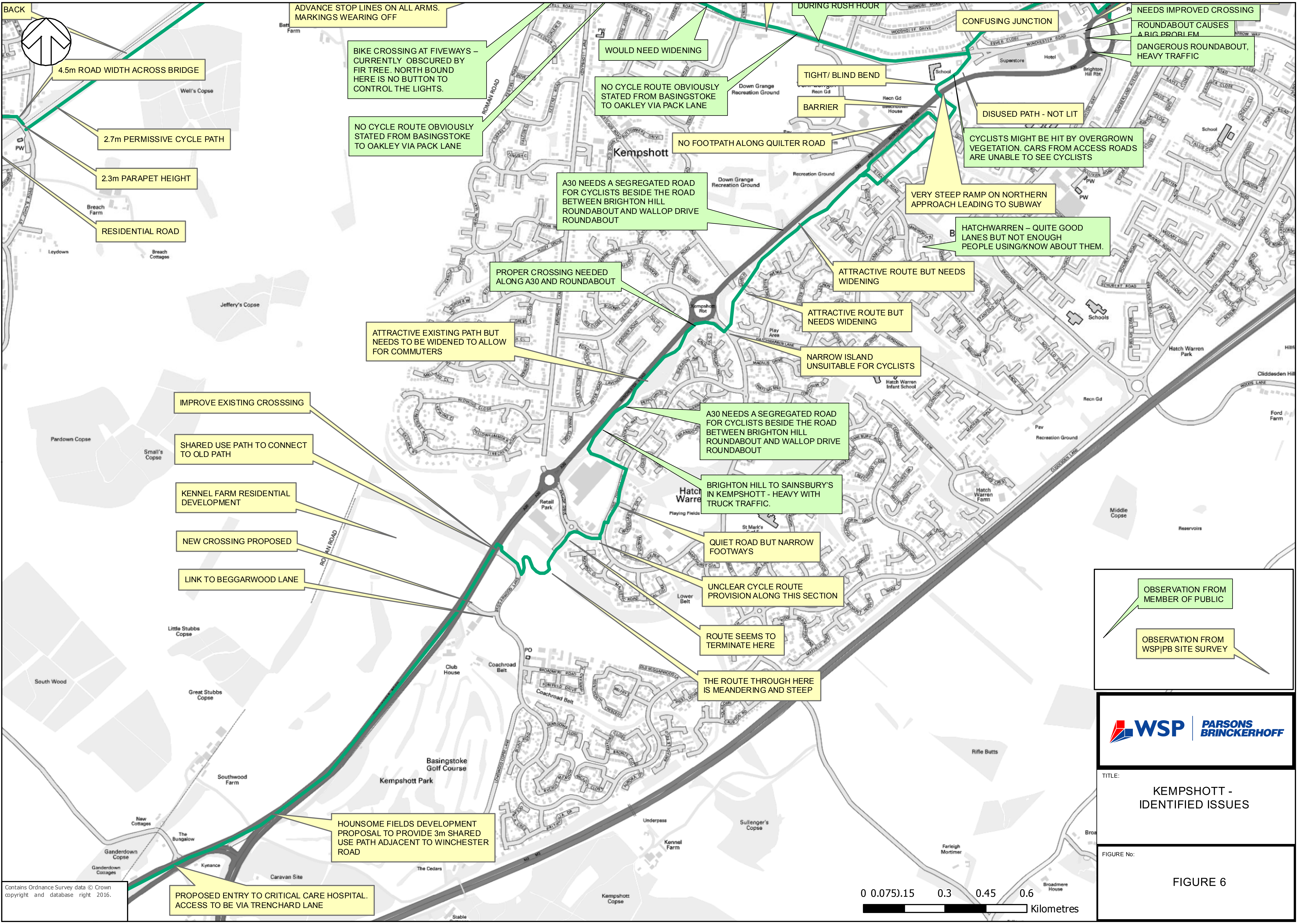
WSP | PARSONS BRINCKERHOFF

TITLE:

OAKLEY - IDENTIFIED ISSUES

FIGURE No:

FIGURE 5


BACK
ADVANCE STOP LINES ON ALL ARMS. MARKINGS WEARING OFF
DURING RUSH HOUR
NEEDS IMPROVED CROSSING
CONFUSING JUNCTION
ROUNDABOUT CAUSES A BIG PROBLEM
DANGEROUS ROUNDABOUT, HEAVY TRAFFIC
BIKE CROSSING AT FIVEWAYS – CURRENTLY OBSCURED BY FIR TREE. NORTH BOUND HERE IS NO BUTTON TO CONTROL THE LIGHTS.
WOULD NEED WIDENING
4.5m ROAD WIDTH ACROSS BRIDGE
TIGHT/ BLIND BEND
NO CYCLE ROUTE OBVIOUSLY STATED FROM BASINGSTOKE TO OAKLEY VIA PACK LANE
BARRIER
DISUSED PATH - NOT LIT
NO CYCLE ROUTE OBVIOUSLY STATED FROM BASINGSTOKE TO OAKLEY VIA PACK LANE
2.7m PERMISSIVE CYCLE PATH
NO FOOTPATH ALONG QUILTER ROAD
CYCLISTS MIGHT BE HIT BY OVERGROWN VEGETATION. CARS FROM ACCESS ROADS ARE UNABLE TO SEE CYCLISTS
2.3m PARAPET HEIGHT
Kempshott
A30 NEEDS A SEGREGATED ROAD FOR CYCLISTS BESIDE THE ROAD BETWEEN BRIGHTON HILL ROUNDABOUT AND WALLOP DRIVE ROUNDABOUT
VERY STEEP RAMP ON NORTHERN APPROACH LEADING TO SUBWAY
RESIDENTIAL ROAD
HATCHWARREN – QUITE GOOD LANES BUT NOT ENOUGH PEOPLE USING/KNOW ABOUT THEM.
PROPER CROSSING NEEDED ALONG A30 AND ROUNDABOUT
ATTRACTIVE ROUTE BUT NEEDS WIDENING
ATTRACTIVE ROUTE BUT NEEDS WIDENING
ATTRACTIVE EXISTING PATH BUT NEEDS TO BE WIDENED TO ALLOW FOR COMMUTERS
NARROW ISLAND UNSUITABLE FOR CYCLISTS
IMPROVE EXISTING CROSSSING
A30 NEEDS A SEGREGATED ROAD FOR CYCLISTS BESIDE THE ROAD BETWEEN BRIGHTON HILL ROUNDABOUT AND WALLOP DRIVE ROUNDABOUT
SHARED USE PATH TO CONNECT TO OLD PATH
BRIGHTON HILL TO SAINSBURY'S IN KEMPSHOTT - HEAVY WITH TRUCK TRAFFIC.
KENNEL FARM RESIDENTIAL DEVELOPMENT
NEW CROSSING PROPOSED
QUIET ROAD BUT NARROW FOOTWAYS
LINK TO BEGGARWOOD LANE
UNCLEAR CYCLE ROUTE PROVISION ALONG THIS SECTION
ROUTE SEEMS TO TERMINATE HERE
THE ROUTE THROUGH HERE IS MEANDERING AND STEEP
HOUNSOME FIELDS DEVELOPMENT PROPOSAL TO PROVIDE 3m SHARED USE PATH ADJACENT TO WINCHESTER ROAD
PROPOSED ENTRY TO CRITICAL CARE HOSPITAL. ACCESS TO BE VIA TRENCHARD LANE
OBSERVATION FROM MEMBER OF PUBLIC
OBSERVATION FROM WSP|PB SITE SURVEY
Basingstoke Golf Course
Kempshott Park
Hatch Warren Park
0 0.075).15 0.3 0.45 0.6
Kilometres

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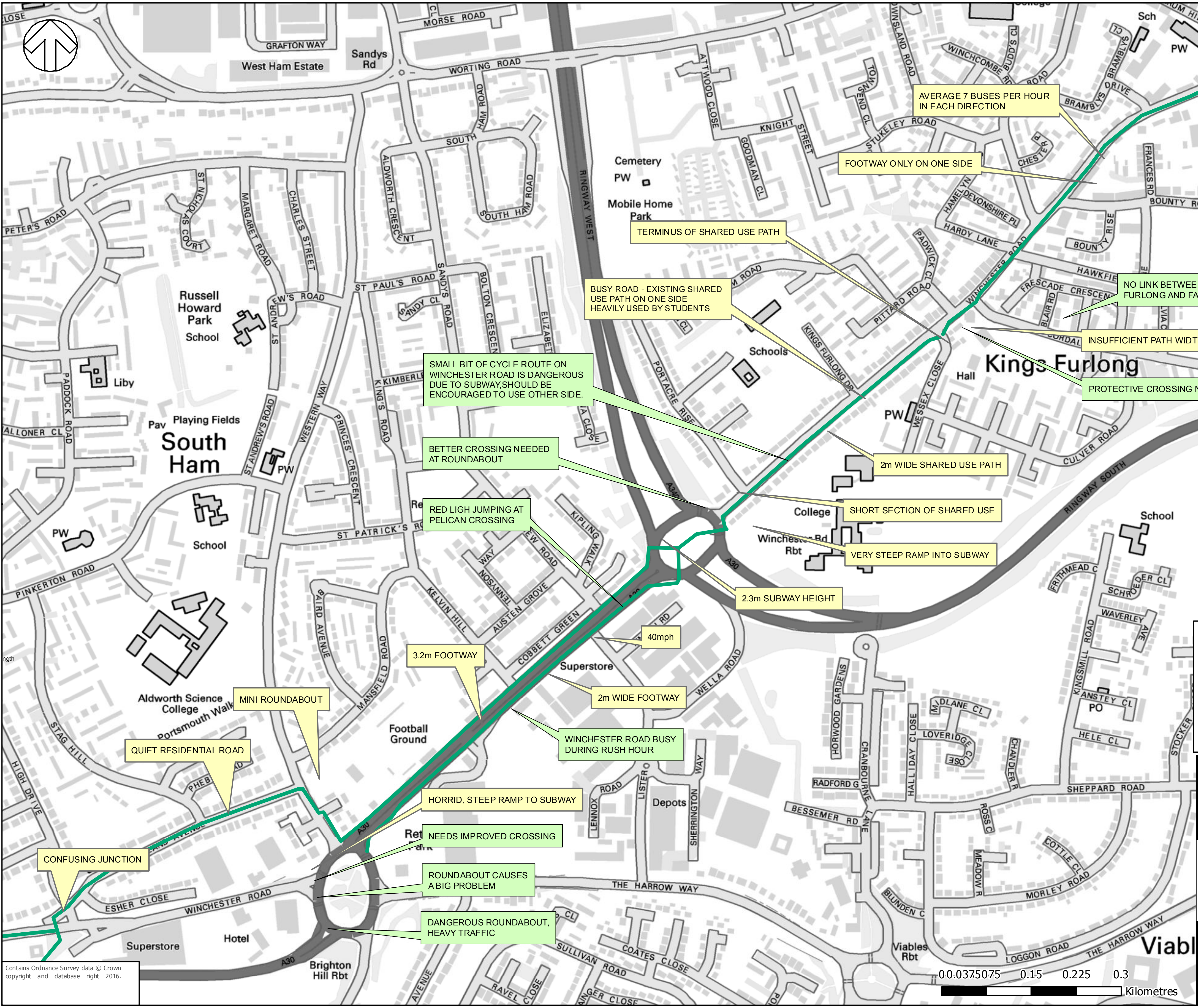
WSP | PARSONS BRINCKERHOFF

TITLE:

KEMPSHOTT -
IDENTIFIED ISSUES

FIGURE No:

FIGURE 6


TOWN CENT
SYSTEM IS D
AVERAGE 7 BUSES PER HOUR IN EACH DIRECTION
COMPLICATED JUNCTION FOR CYCLE USE
FOOTWAY ONLY ON ONE SIDE
TERMINUS OF SHARED USE PATH
NO LINK BETWEEN KINGS FURLONG AND FAIRFIELD ROAD
BUSY ROAD - EXISTING SHARED USE PATH ON ONE SIDE HEAVILY USED BY STUDENTS
INSUFFICIENT PATH WIDTH
SMALL BIT OF CYCLE ROUTE ON WINCHESTER ROAD IS DANGEROUS DUE TO SUBWAY,SHOULD BE ENCOURAGED TO USE OTHER SIDE.
PROTECTIVE CROSSING NEEDED
2m WIDE SHARED USE PATH
BETTER CROSSING NEEDED AT ROUNDABOUT
SHORT SECTION OF SHARED USE
RED LIGH JUMPING AT PELICAN CROSSING
VERY STEEP RAMP INTO SUBWAY
2.3m SUBWAY HEIGHT
40mph
3.2m FOOTWAY
2m WIDE FOOTWAY
MINI ROUNDABOUT
WINCHESTER ROAD BUSY DURING RUSH HOUR
QUIET RESIDENTIAL ROAD
HORRID, STEEP RAMP TO SUBWAY
NEEDS IMPROVED CROSSING
CONFUSING JUNCTION
ROUNDABOUT CAUSES A BIG PROBLEM
DANGEROUS ROUNDABOUT, HEAVY TRAFFIC
Kings Furlong
South Ham
OBSERVATION FROM MEMBER OF PUBLIC
OBSERVATION FROM WSP|PB SITE SURVEY
0 0.0375 0.075 0.15 0.225 0.3
Kilometres

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WSP | PARSONS BRINCKERHOFF

TITLE:

WINCHESTER ROAD - IDENTIFIED ISSUES

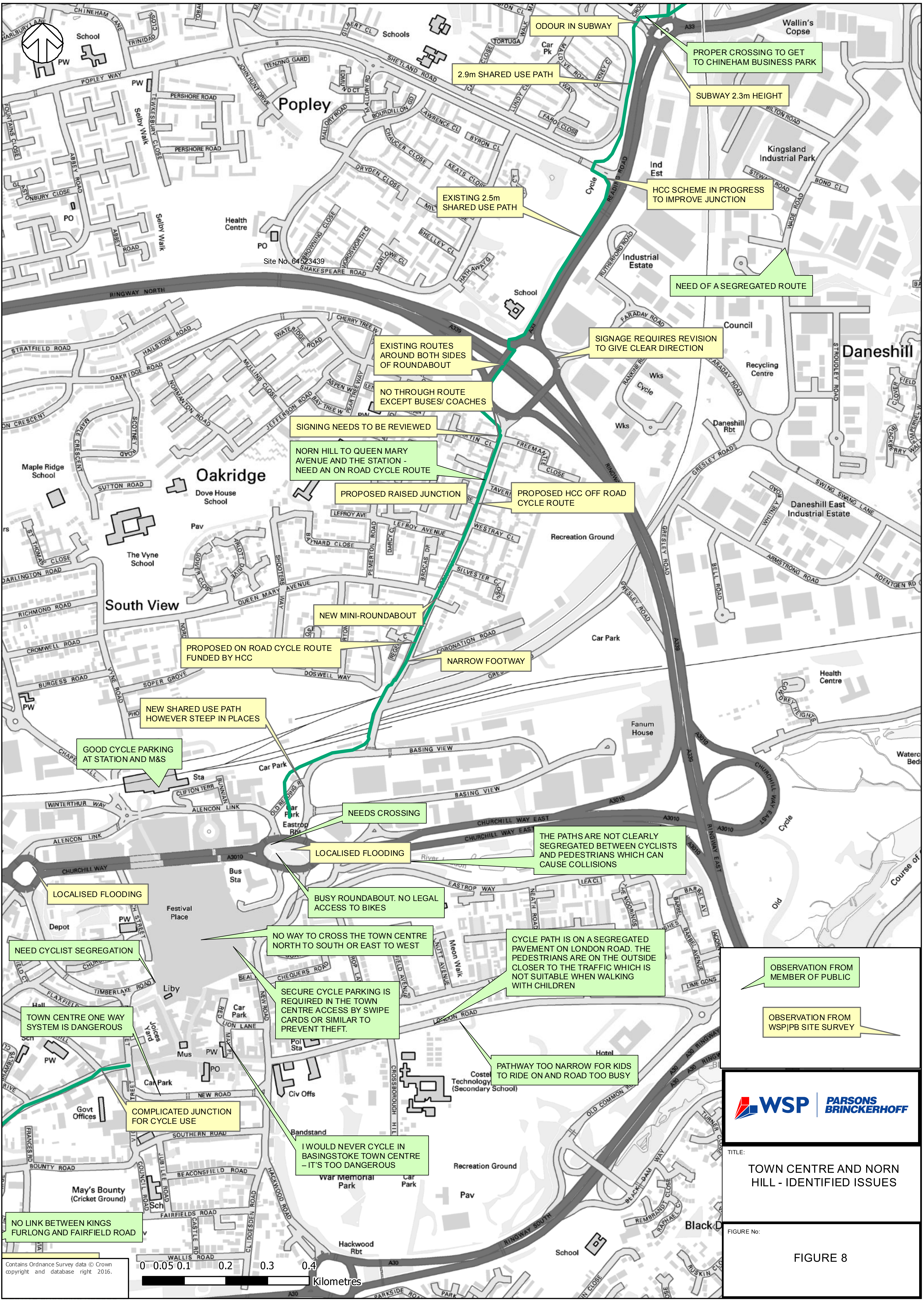
FIGURE No:

FIGURE 7

Date Modified:

Drawn By:

File:


Popley
Oakridge
South View
Daneshill
Wallin's Copse
Kingsland Industrial Park
Ind Est
Industrial Estate
Daneshill East Industrial Estate
Recreation Ground
Festival Place
Liby
Sta
Bus Sta
Eastrop Rbt
Daneshill Rbt
Hackwood Rbt
Fanum House
War Memorial Park
May's Bounty (Cricket Ground)
Costello Technology (Secondary School)
Maple Ridge School
Dove House School
The Vyne School
Health Centre
Council
Recycling Centre
Civ Offs
Govt Offices
Site No. 64523439
RINGWAY NORTH
RINGWAY EAST
RINGWAY SOUTH
CHURCHILL WAY
CHURCHILL WAY EAST
READING ROAD
LONDON ROAD
BASING VIEW
A33
A339
A3010
A30
Cycle
River Loddon
Course of Old

ODOUR IN SUBWAY

PROPER CROSSING TO GET TO CHINEHAM BUSINESS PARK

2.9m SHARED USE PATH

SUBWAY 2.3m HEIGHT

HCC SCHEME IN PROGRESS TO IMPROVE JUNCTION

EXISTING 2.5m SHARED USE PATH

NEED OF A SEGREGATED ROUTE

SIGNAGE REQUIRES REVISION TO GIVE CLEAR DIRECTION

EXISTING ROUTES AROUND BOTH SIDES OF ROUNDABOUT

NO THROUGH ROUTE EXCEPT BUSES/ COACHES

SIGNING NEEDS TO BE REVIEWED

NORN HILL TO QUEEN MARY AVENUE AND THE STATION - NEED AN ON ROAD CYCLE ROUTE

PROPOSED RAISED JUNCTION

PROPOSED HCC OFF ROAD CYCLE ROUTE

NEW MINI-ROUNDABOUT

PROPOSED ON ROAD CYCLE ROUTE FUNDED BY HCC

NARROW FOOTWAY

NEW SHARED USE PATH HOWEVER STEEP IN PLACES

GOOD CYCLE PARKING AT STATION AND M&S

NEEDS CROSSING

THE PATHS ARE NOT CLEARLY SEGREGATED BETWEEN CYCLISTS AND PEDESTRIANS WHICH CAN CAUSE COLLISIONS

LOCALISED FLOODING

LOCALISED FLOODING

BUSY ROUNDABOUT. NO LEGAL ACCESS TO BIKES

NO WAY TO CROSS THE TOWN CENTRE NORTH TO SOUTH OR EAST TO WEST

NEED CYCLIST SEGREGATION

CYCLE PATH IS ON A SEGREGATED PAVEMENT ON LONDON ROAD. THE PEDESTRIANS ARE ON THE OUTSIDE CLOSER TO THE TRAFFIC WHICH IS NOT SUITABLE WHEN WALKING WITH CHILDREN

SECURE CYCLE PARKING IS REQUIRED IN THE TOWN CENTRE ACCESS BY SWIPE CARDS OR SIMILAR TO PREVENT THEFT.

TOWN CENTRE ONE WAY SYSTEM IS DANGEROUS

PATHWAY TOO NARROW FOR KIDS TO RIDE ON AND ROAD TOO BUSY

COMPLICATED JUNCTION FOR CYCLE USE

I WOULD NEVER CYCLE IN BASINGSTOKE TOWN CENTRE – IT'S TOO DANGEROUS

NO LINK BETWEEN KINGS FURLONG AND FAIRFIELD ROAD

OBSERVATION FROM MEMBER OF PUBLIC

OBSERVATION FROM WSP|PB SITE SURVEY

0 0.05 0.1 0.2 0.3 0.4 Kilometres

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TITLE:

TOWN CENTRE AND NORN HILL - IDENTIFIED ISSUES

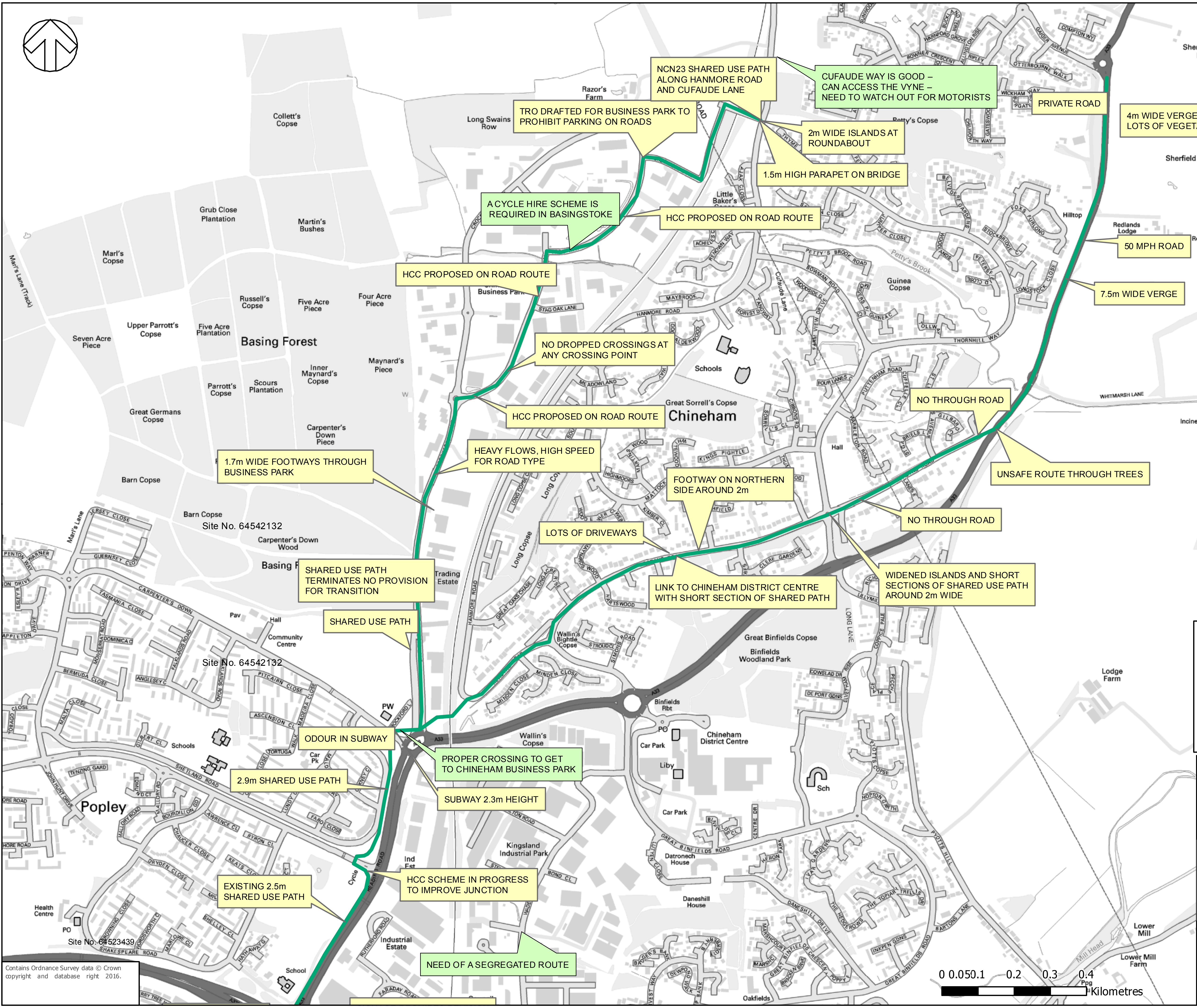
FIGURE No:

FIGURE 8

Date Modified:

Drawn By:

File:


Basing Forest
Chineham
Popley
Collett's Copse
Long Swains Row
Razor's Farm
Grub Close Plantation
Martin's Bushes
Marl's Copse
Russell's Copse
Five Acre Piece
Four Acre Piece
Upper Parrott's Copse
Five Acre Plantation
Seven Acre Piece
Maynard's Piece
Inner Maynard's Copse
Parrott's Copse
Scours Plantation
Great Germans Copse
Carpenter's Down Piece
Barn Copse
Carpenter's Down Wood
Site No. 64542132
Site No. 64542132
Site No. 64523439
Little Baker's Copse
Petty's Copse
Guinea Copse
Schools
Great Sorrell's Copse
Hall
Long Copse
Trading Estate
Wallin's Copse
Great Binfields Copse
Binfields Woodland Park
Binfields Rbt
Chineham District Centre
Car Park
Liby
Sch
Kingsland Industrial Park
Industrial Estate
Datronech House
Daneshill House
Oakfields
Lodge Farm
Lower Mill
Lower Mill Farm
Sherfield Hill Farm
Sherfield Hill Park
Redlands Lodge
Redlands
Hilltop
Whitemarsh Lane
Incinerator
Loddon School
Community Centre
Health Centre
School
A33
Cufaude Lane
Hanmore Road
Thornhill Way
Whitmarsh Lane
Binfields Road
Shetland Road

NCN23 SHARED USE PATH ALONG HANMORE ROAD AND CUFAUDE LANE

CUFAUDE WAY IS GOOD – CAN ACCESS THE VYNE – NEED TO WATCH OUT FOR MOTORISTS

PRIVATE ROAD

4m WIDE VERGE. LOTS OF VEGETATION

TRO DRAFTED FOR BUSINESS PARK TO PROHIBIT PARKING ON ROADS

2m WIDE ISLANDS AT ROUNDABOUT

1.5m HIGH PARAPET ON BRIDGE

A CYCLE HIRE SCHEME IS REQUIRED IN BASINGSTOKE

HCC PROPOSED ON ROAD ROUTE

50 MPH ROAD

HCC PROPOSED ON ROAD ROUTE

7.5m WIDE VERGE

NO DROPPED CROSSINGS AT ANY CROSSING POINT

NO THROUGH ROAD

HCC PROPOSED ON ROAD ROUTE

HEAVY FLOWS, HIGH SPEED FOR ROAD TYPE

1.7m WIDE FOOTWAYS THROUGH BUSINESS PARK

UNSAFE ROUTE THROUGH TREES

FOOTWAY ON NORTHERN SIDE AROUND 2m

NO THROUGH ROAD

LOTS OF DRIVEWAYS

SHARED USE PATH TERMINATES NO PROVISION FOR TRANSITION

LINK TO CHINEHAM DISTRICT CENTRE WITH SHORT SECTION OF SHARED PATH

WIDENED ISLANDS AND SHORT SECTIONS OF SHARED USE PATH AROUND 2m WIDE

SHARED USE PATH

ODOUR IN SUBWAY

PROPER CROSSING TO GET TO CHINEHAM BUSINESS PARK

2.9m SHARED USE PATH

SUBWAY 2.3m HEIGHT

HCC SCHEME IN PROGRESS TO IMPROVE JUNCTION

EXISTING 2.5m SHARED USE PATH

NEED OF A SEGREGATED ROUTE

OBSERVATION FROM MEMBER OF PUBLIC

OBSERVATION FROM WSP|PB SITE SURVEY

0 0.05 0.1 0.2 0.3 0.4 Kilometres

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WSP | PARSONS BRINCKERHOFF

TITLE:

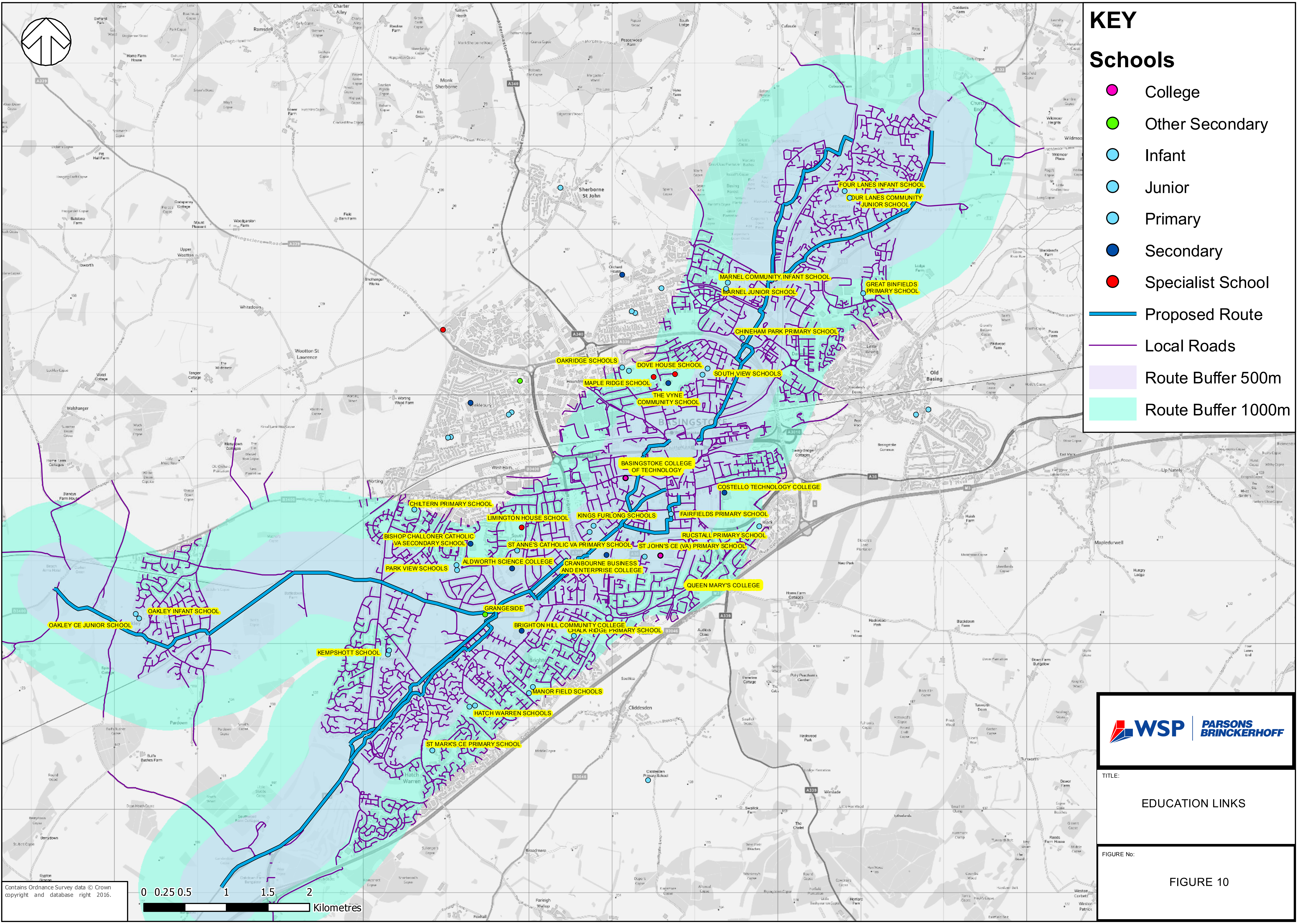
CHINEHAM -
IDENTIFIED ISSUES

FIGURE No:

FIGURE 9

Appendix G

SCHOOLS WITHIN THE STUDY AREA


KEY
Schools
College
Other Secondary
Infant
Junior
Primary
Secondary
Specialist School
Proposed Route
Local Roads
Route Buffer 500m
Route Buffer 1000m
FOUR LANES INFANT SCHOOL
FOUR LANES COMMUNITY JUNIOR SCHOOL
MARNEL COMMUNITY INFANT SCHOOL
MARNEL JUNIOR SCHOOL
GREAT BINFIELDS PRIMARY SCHOOL
CHINEHAM PARK PRIMARY SCHOOL
OAKRIDGE SCHOOLS
DOVE HOUSE SCHOOL
SOUTH VIEW SCHOOLS
MAPLE RIDGE SCHOOL
THE VYNE COMMUNITY SCHOOL
BASINGSTOKE COLLEGE OF TECHNOLOGY
COSTELLO TECHNOLOGY COLLEGE
CHILTERN PRIMARY SCHOOL
LIMINGTON HOUSE SCHOOL
KINGS FURLONG SCHOOLS
FAIRFIELDS PRIMARY SCHOOL
BISHOP CHALLONER CATHOLIC VA SECONDARY SCHOOL
RUCSTALL PRIMARY SCHOOL
ST ANNE'S CATHOLIC VA PRIMARY SCHOOL
ST JOHN'S CE (VA) PRIMARY SCHOOL
ALDWORTH SCIENCE COLLEGE
CRANBOURNE BUSINESS AND ENTERPRISE COLLEGE
PARK VIEW SCHOOLS
QUEEN MARY'S COLLEGE
OAKLEY INFANT SCHOOL
OAKLEY CE JUNIOR SCHOOL
GRANGESIDE
BRIGHTON HILL COMMUNITY COLLEGE
CHALK RIDGE PRIMARY SCHOOL
KEMPSHOTT SCHOOL
MANOR FIELD SCHOOLS
HATCH WARREN SCHOOLS
ST MARK'S CE PRIMARY SCHOOL
BASINGSTOKE
Sherborne St John
Old Basing
Cliddesden
0 0.25 0.5 1 1.5 2
Kilometres

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WSP | PARSONS BRINCKERHOFF

TITLE:

EDUCATION LINKS

FIGURE No:

FIGURE 10

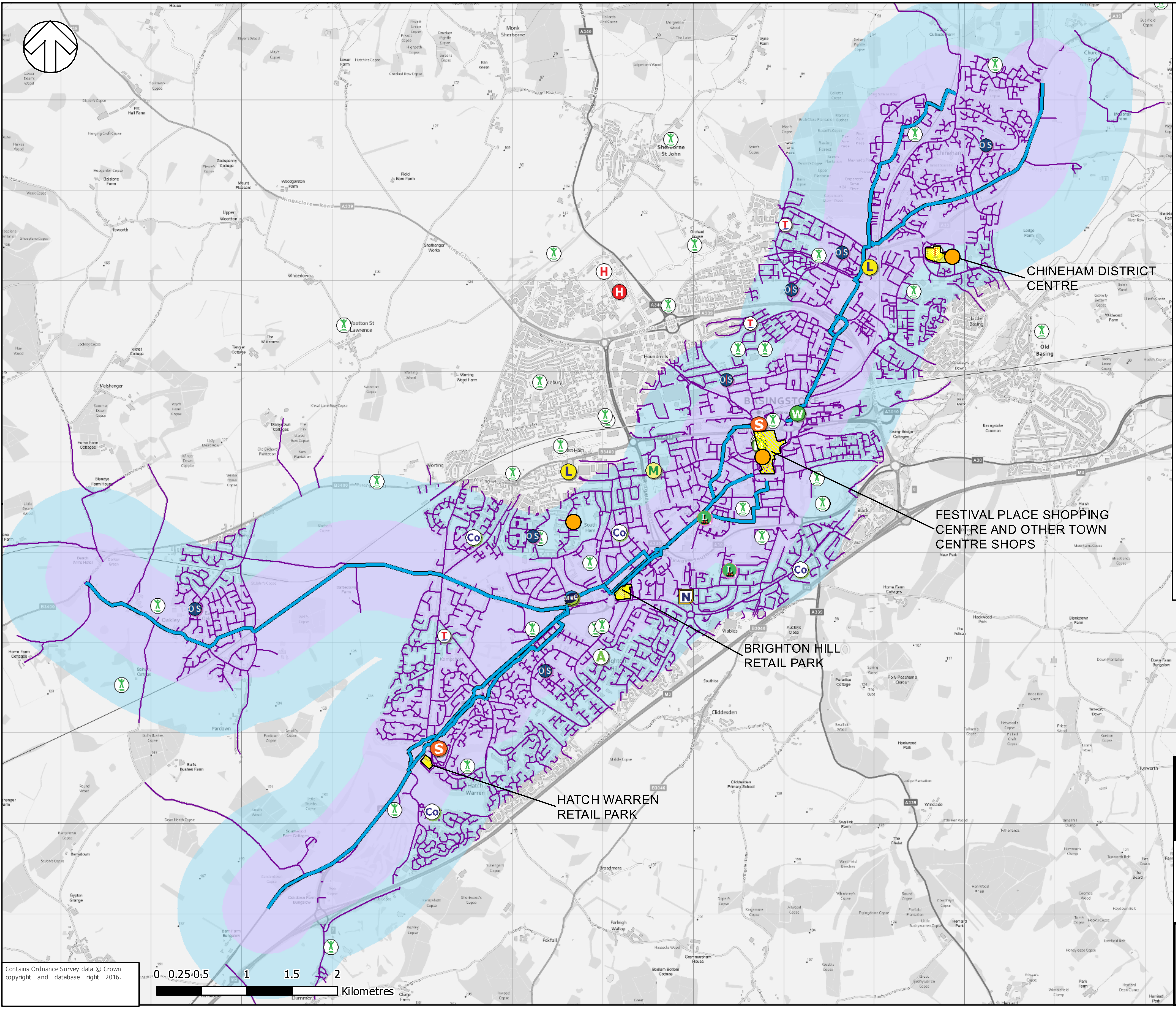
Appendix H

FOOD RETAILERS WITHIN BASINGSTOKE

Date Modified:

Drawn By:

File:


CHINEHAM DISTRICT CENTRE
FESTIVAL PLACE SHOPPING CENTRE AND OTHER TOWN CENTRE SHOPS
BRIGHTON HILL RETAIL PARK
HATCH WARREN RETAIL PARK
BASINGSTOKE
0
0.25
0.5
1
1.5
2
Kilometres

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KEY

- A ASDA
- Co CO-OPERATIVE FOOD (THE)
- L LIDL
- L LONDIS (SYMBOL GROUP)
- M MARKS and SPENCER-SIMPLY FOOD
- M MORRISONS
- McC McCOLL'S (CONVENIENCE)
- N NISA-TODAY'S (SYMBOL GROUP)
- OS ONE STOP CONVENIENCE
- S SAINSBURY'S
- T TESCO
- T TESCO-EXPRESS
- T TESCO-METRO
- W WAITROSE
- ● LIBRARY

Healthcare

Healthcare Services

- H Hospital (A and E)
- H Hospital (No A and E)
- ✚ Walk-in centre
- Sports and Fitness
- ━ Proposed Route
- ━ Local Roads
- 🟪 Route Buffer 500m
- 🟦 Route Buffer 1000m

WSP | PARSONS BRINCKERHOFF

TITLE:

LOCAL FACILITIES

FIGURE No:

FIGURE 11

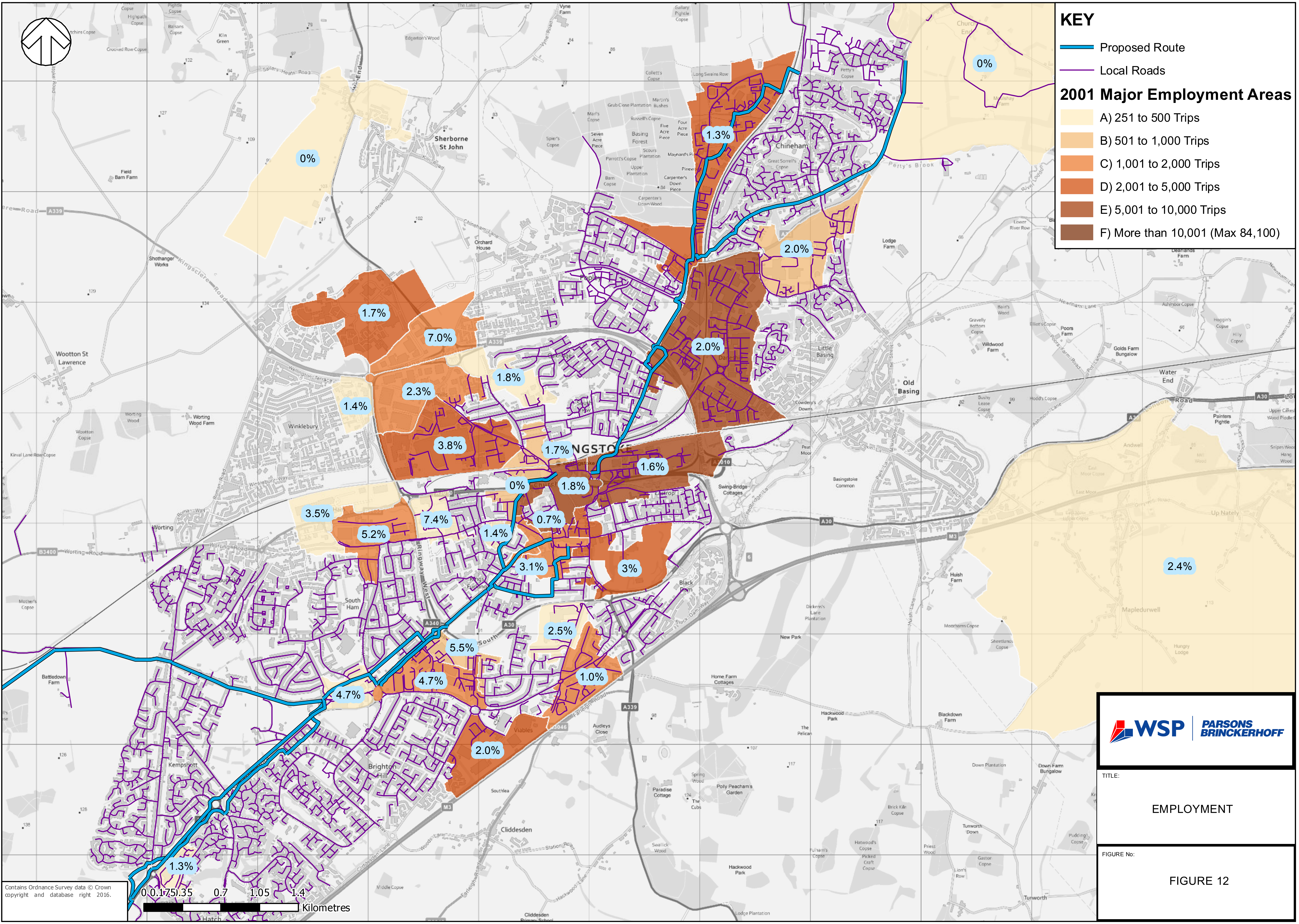
Appendix I

MAJOR EMPLOYMENT AREAS WITHIN BASINGSTOKE

Date Modified:

Drawn By:

File:



KEY
Proposed Route
Local Roads
2001 Major Employment Areas
A) 251 to 500 Trips
B) 501 to 1,000 Trips
C) 1,001 to 2,000 Trips
D) 2,001 to 5,000 Trips
E) 5,001 to 10,000 Trips
F) More than 10,001 (Max 84,100)
0%
0%
1.3%
Chineham
2.0%
1.7%
7.0%
2.0%
1.8%
2.3%
1.4%
3.8%
1.7%
1.6%
0%
1.8%
3.5%
7.4%
0.7%
5.2%
1.4%
3.1%
3%
2.4%
2.5%
5.5%
4.7%
1.0%
4.7%
2.0%
1.3%
Sherborne St John
Wootton St Lawrence
Winklebury
Old Basing
Kempshott
Brighton Hill
Cliddesden
0 0.175 0.35 0.7 1.05 1.4
Kilometres

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WSP | PARSONS BRINCKERHOFF

TITLE:

EMPLOYMENT

FIGURE No:

FIGURE 12

Appendix J

PUBLIC CONSULTATION KEY POINTS

MEMO

TO: Peter Smith

FROM: Stephen Gee

SUBJECT: **Basingstoke and Deane Cycle Study**

DATE: **09 August 2016**

This note summarises the key out comes of a stakeholder briefing on emerging work to develop proposals for three cycle routes in Basingstoke.

The Briefing was attended by: Des Garrett, Heather Rainbow, Martin Biermann, Jon Pennycook, Ruth Crawford, John Buckley, Peter Hall,
And delivered by: Peter Smith, Mark Lambert, Louise Berridge, Helen Littler and Stephen Gee

1. Key Issues Raised:

- Concerns if bronze schemes are implemented then unlikely to pursue silver/gold in the future.
- Key areas of concern were Buckland Avenue/ Winchester Road Roundabout and Link by Audi Garage in Chineham.
- A mix and match approach is likely to be most suitable with some junctions/links requiring gold treatment.
- Presentations were circulated to attendees and any additional comments to be provided by the 17th of August 2016.

2. Route 5

- A30 Route should link to North Dummer along squirrel Drive (private road).
- Link adjacent to A30 is already used by cyclists, questions raised on its current status.
- Oakley Link has a poor quality surface.
- Route Needs to go to Harrow Way, west of the rail bridge to avoid the B3400.
- Solar lighting thought to be a good idea.
- Buckland Avenue currently too many movements/restricted visibility/parked cars.
- Buckland Avenue used as a rat run.
- Route does not provide access to stores.
- Underpass route requires additional warning signs of blind corners.

3. Route 1

- Hampshire County Council plans not ideal along Lorne Hill, parties have highlighted concerns.
- Gradient issues on Popley Underpass reduces its attractiveness.
- Link to NCN23 requires upgrade from Pelican to Toucan.

- Link by Audi Garage is poorly maintained is tight geometry is a cause for concern .
- - Should extend to Sherfield on Loddon.

4. Specific Proposals – Town Centre

- Barriers on Church Street (2nd bridge) not thought to be high enough.
- Clarification required over by laws.
- Previous opposition from the over 55 group on permitting cycling on London Road. – Woking allow town centre cycling and have a reporting system for accidents.
- Eastrop Roundabout is part of the cycle discovery route and should be tied into this.
- The North West underpass at Eastrop Roundabout is more direct (although steeper).
- A link to Churchill Way has previously been identified by Sustrans as part of the Basingstoke Cycle Strategy; the town centre scheme should link with this.
- The New Road section should be on road segregated due to the level of pedestrian activity.
- Any proposals for Alecon link should prevent illegal parking.

5. Design Considerations

- Spurs should enable key facilities to be served of arterial routes (Woking example)
- Shared use paths should be wider than 3 meters to facilitate faster/long distance cyclists
- Toucan crossings should be more responsive and prioritise pedestrian and cycle movements.
- Priority to should be to arterial routes. New developments to feed into these, avoid arterials being diverted away from the key corridor to serve new development.
- Signs alone won’t get people cycling.
- Priority should be to the arterial flows (unlike Popley Way in which cyclists give way to side roads)
- Traffic Management should be suitable to the speed reduction / flow reduction required.
- TRO should be enforced, or schemes designed to be self-enforcing.

6. Additional Comments

- Routes need to cover the whole borough.
- Cycling proposals should be considered at an early stage in development proposals and suitable routes secured.
- Culture change at local authorities / with members to secure additional road space.
- Discussions held on the type of cyclists that should be catered for (All/child/utility/commuter).

Stephen Gee
Senior Transport Planner

Appendix K

CORRIDOR OPTIONS APPRAISAL TABLE

KEY
Rating
5 Unacceptable
4 Poor
3 Acceptable
2 Good
1 Excellent

BDBC Options appraisal - Town Centre

Section	Extents	Existing / Proposed	Standard	Description of works	Principles of Cycle Design						BDBC objectives				Current/ Future Performance (Average)	Other key factors			Scheme Deliverability (Average)	Overall Scheme Rating	WSP|Parsons Brinckerhoff Commentary
					Safety	Directness	Comfort	Coherence	Attractiveness	Gradient	Links to & across Basingstoke	Links to employment	Links to Development	Links to education		Cost	Deliverability / buildability	Stakeholder support			
Alençon Link East	From Basingstoke Station to Eastrop Roundabout	Baseline	Poor		4	3	4	4	4	1	4	3	3	3	3.3						Currently hostile environment, key access point between the station and town centre
		Proposed	Gold	Shared Surface	2	1	1	1	1	1	1	1	1	2	1.2	5	4	4	4.3	2.8	Shared surface reduces conflict on footways. Costly in terms of cost and disruption for vehicular access
		Proposed	Silver	On road cycle lanes removal & centre lines	2	2	2	1	3	1	2	2	2	2	1.9	2	1	3	2.0	2.0	Gives cyclist a defined space on road. Removal of centreline should reduce speeds. Simple to implement but could be objections by buses due to lost road space.
Eastrop	From Alençon Link through to Festival Way/Eastrop Lane	Baseline	Poor		3	3	2	4	4	4	3	3	2	2	3.0						Cyclists must dismount to use subways and approach ramps are steep. Subways are poorly lit and prone to flooding.
		Proposed	Gold	Improve existing route with toucan crossings	1	1	1	1	1	1	1	1	1	2	1.1	5	5	3	4.3	2.7	Ideal intervention for NMUs. Would likely require closure of some subways and would reduce capacity at Eastrop Roundabout
		Proposed	Silver	Subway lighting scheme & improve existing route	2	3	2	3	2	2	1	1	1	2	1.9	3	2	2	2.3	2.1	Would make subways more attractive by making them a feature. Reprofiling of approach ramps could reduce slope so that they can be used by cyclists.
		Proposed	Bronze	Sign existing shared use route & improve lighting in underpass	3	3	2	3	3	4	1	1	1	2	2.3	2	1	1	1.3	1.8	Use of whiter lighting will make them more attractive but still not suitable for use by cyclists
Eastrop Lane / London Road	From Eastrop Roundabout to New Road	Baseline	Good		2	4	1	3	2	4	2	1	1	1	2.1						Route currently signed as part of NCN23
		Existing	Bronze	On road route signs & lines	2	4	1	1	2	4	2	1	1	1	1.9	1	1	1	1.0	1.5	Existing on road route already used by cyclists. Indirect route into the Town Centre.
Festival Place	From Eastrop Roundabout to Seal Road	Baseline	Unaccept -able		3	4	4	4	5	4	4	4	3	5	4						No legal route for cyclists. New Road is southbound only and has heavy traffic flows
		Proposed	Silver	New off road route to rear of Festival Place. Designate as cycle route	1	1	1	1	1	1	1	1	1	2	1.1	2	1	2	1.7	1.4	Lightly used space to rear of Festival Place with little pedestrian flow. It would require agreement of Festival Place to convert.
New Road East	From Seal Road to junction with Hackwood Road	Baseline	Unaccept -able		5	5	4	4	4	4	4	4	3	5	4.2						No legal route for cyclists. New Road is southbound only and has heavy traffic flows
		Proposed	Gold	Contraflow on road, segregated cycle route	2	2	2	1	2	1	1	1	1	2	1.5	2	4	4	3.3	2.4	Enables cyclists to use road in opposite direction, avoiding need to navigate through pedestrianised zone. It will require a loss of one lane.
May Place	From Seal Road to London Road	Baseline	Acceptable		3	1	2	3	3	1	2	2	2	3	2.2						No defined route but May Place is lightly used. Possible conflict of movements in car park.
		Proposed	Silver	Sign route through to Festival Place & Rearrange car park layout	2	1	1	2	1	1	1	1	1	2	1.3	2	2	2	2.0	1.7	There is minimal pedestrian flow through the pedestrianised area and May Place is used by very few vehicles. It would require the layout of the car park to be adjusted.
London Rd Junction	Junction of London Road and New Road	Baseline	Poor		3	4	3	4	3	1	3	3	3	4	3.1						No provision for cyclists on road. There are Pelican Crossings which cyclists can use if they dismount to reach London Road pedestrianised area.
		Proposed	Gold	Cycle phase at existing traffic lights	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1.7	1.3	Enables cyclists to join contraflow route and make movements to/from London Road pedestrianised area. It would require additional signal heads and loops.
New Rd South	From Junction with Hackwood Road to Junction with Victoria Street	Baseline	Unaccept -able		5	5	4	4	5	1	4	4	4	3	3.9						No legal route for cyclists. New Road is westbound only and has heavy traffic flows
		Proposed	Gold	3m wide on road contraflow cycle lane	2	1	1	1	2	1	1	1	1	2	1.3	2	4	4	3.3	2.3	Enables cyclists to use road in opposite direction, avoiding need to navigate through pedestrianised zone. It will require a loss of road space.
		Proposed	Silver	Off road shared use path	3	2	2	1	2	1	1	1	1	2	1.6	2	2	2	2.0	1.8	The existing footways are wide enough to be shared use. There would be conflict with pedestrians and vehicle movements in/out of the car parks in this section
London Rd	Pedestrianised Section	Baseline	Acceptable		2	2	2	2	2	1	2	2	2	2	1.9						Currently cyclists can only legally use two thirds of route
		Proposed	Bronze	Route through pedestrian area. Change TRO status	1	2	2	1	2	1	1	1	1	2	1.4	1	1	3	1.7	1.5	There could be concern about conflict with pedestrians.
Church St. Pedestrianised	Pedestrianised Section	Baseline	Good		1	2	2	3	2	3	1	1	1	2	1.8						Existing route which cyclists can use.
		Proposed	Bronze	Route through pedestrian area. Provide Signage	1	2	2	1	2	3	1	1	1	2	1.6	1	1	3	1.7	1.6	There could be concern about conflict with pedestrians. Signage will reinforce their right of use.
Winton Square	Junction of Winchester Road / New Street	Baseline	Unaccept -able		4	4	4	3	5	4	4	3	3	4	3.8						No provision for cyclists on road. There is a Pelican Crossing which cyclists can use if they dismount to reach London Road pedestrianised area.
		Proposed	Gold	Cycle phase at existing lights & ASL	2	1	1	1	1	1	1	1	1	2	1.2	3	1	2	2.0	1.6	Enables cyclists to join contraflow route and make movements to/from London Road pedestrianised area. It would require additional signal heads and loops and painting.
New Street	Victoria Street and New Street	Baseline	Unaccept -able		5	5	4	4	4	4	4	4	3	5	4.2						No legal route for cyclists. New Street is northbound only and has heavy traffic flows
		Proposed	Gold	3m wide on road contraflow cycle lane	2	1	1	1	2	2	1	1	1	2	1.4	2	4	4	3.3	2.4	Enables cyclists to use road in opposite direction, avoiding need to navigate through pedestrianised zone. It will require a loss of one lane.
		Proposed	Silver	Off road shared use pedestrian/cycle lane	3	4	2	2	3	2	2	2	2	2	2.4	3	1	2	2.0	2.2	The existing footways are wide enough to be shared use. There would be conflict with pedestrians accessing/egressing shops.
Cross Street	Between New Street and Church Street	Baseline	Good		2	2	2	2	2	1	1	1	1	2	1.6						Cross Street is a cul-de-sac and therefore there is little vehicle use.
		Proposed	Silver	On road contraflow cycle lane	1	2	2	1	2	1	1	1	1	2	1.4	1	2	2	1.7	1.5	Cross Street is a cul-de-sac and therefore there is little vehicle use. A TRO would be required to allow cyclists to access as there is a No Entry sign.
Church Street	From Cross Street to The Anvil Bridge	Baseline	Poor		3	3	3	3	3	3	4	4	4	3	3.3						The bridge is narrow with an approx. 1 in 20 gradient. Cyclists should dismount as it isn't designated shared use. There isn't an alternate route
		Proposed	Bronze	Convert to shared use	3	1	2	2	3	3	1	1	1	2	1.9	1	1	2	1.3	1.6	The bridge is narrow with an approx. 1 in 20 gradient. There is a concern about conflict between users but there is little alternative.
The Anvil Bridge	From Church Street to Alençon Link	Baseline	Poor		3	3	3	3	3	3	4	4	4	3	3.3						The bridge is narrow with an approx. 1 in 20 gradient and a chicane. Cyclists should dismount as it isn't designated shared use. There isn't an alternate route
		Proposed	Gold	As bronze with new approach ramp	1	1	2	2	2	3	1	1	1	2	1.6	5	5	2	4.0	2.8	Removal of the chicane will enable cyclists to maintain momentum and reduce conflict at these points. However a new approach ramp will be costly to construct.
		Proposed	Bronze	Convert to shared use	2	1	3	2	3	4	1	1	1	2	2	1	2	4	2.3	2.2	The bridge is narrow with an approx. 1 in 20 gradient. There is a concern about conflict between users but there is little alternative.
Alençon Link West	From The Anvil Bridge to Basingstoke Station	Baseline	Good		3	3	2	3	2	1	2	2	1	2	2.1						There is an existing route however users must cross a highly trafficked road twice to reach the Station providing delay.
		Proposed	Bronze	Sign existing shared use route	1	2	2	1	2	1	1	1	1	2	1.4	1	3	2	2.0	1.7	There is a shared use path along most of the route. A new section would be required east of Scott House which would be below recommended width.

BDBC Options appraisal - Corridor One

					Principles of Cycle Design						BDBC objectives					Other key factors					
Section	Extents	Existing / Proposed	Standard	Description of works	Safety	Directness	Comfort	Coherence	Attractiveness	Gradient	Links to & across Basingstoke	Links to employment	Links to Development	Links to Education	Current/ Future Performance (Average)	Cost	Deliverability / buildability	Stakeholder support	Scheme Deliverability (Average)	Overall Scheme Rating	WSP|Parsons Brinckerhoff Commentary
Basing View	From Alençon Link to Norn Hill including railway overbridge	Baseline	Good		1	1	1	2	2	3	1	1	1	2	1.5						The existing shared use path is steep and there is no directional signage.
		Existing	Bronze	Improve signage	1	1	1	1	1	3	1	1	1	2	1.3	1	1	1	1.0	1.2	The existing shared use path is steep. Signage will aid in wayfinding.
Norn Hill	From railway overbridge to Reading Road Roundabout	Baseline	Accept -able		3	3	2	1	2	2	2	2	2	2	2.1						Assumed HCC proposals are carried out - the raised tables will slow traffic and there will be a shared use path for 2/3 of the route.
		Proposed	Gold	On road cycle lanes & remove centre line to complement HCC proposals	2	1	1	1	2	1	1	1	1	2	1.3	2	2	2	2.0	1.7	There is an issue with speeding along Norn Hill. Removal of the centre line will complement HCC traffic calming proposals.
Reading Rd Roundabout	Reading Road Roundabout including toucan crossings	Baseline	Excellent		1	2	1	1	1	1	1	1	1	2	1.2						There are toucan crossings on all arms of the roundabout and it is signed.
		Existing	Gold	Precall signals to provide green wave to cyclists across junction	1	1	1	1	1	1	1	1	1	2	1.1	2	1	1	1.3	1.2	It will require additional loops and adjustments to the signals.
		Existing	Bronze	Improve signage	1	2	1	1	1	1	1	1	1	2	1.2	1	1	1	1.0	1.1	The current signage doesn't lead cyclists via the quickest route. Adjustments will reduce the number of times they cross the road.
Reading Rd Popley	From Reading Road Roundabout to Carpenters Down	Baseline	Good		1	2	2	1	1	2	1	1	1	2	1.4						2.5m wide shared use path with directional signage adjacent to busy road.
		Existing	Gold	Widen the existing shared use path	1	1	1	1	2	2	1	1	1	2	1.3	2	2	1	1.7	1.5	Widening the existing path will reduce conflict especially where there is a mixture of cyclist types. Works will require temporary closure.
		Existing	Bronze	Verge siding	1	2	2	1	2	2	1	1	1	2	1.5	1	1	1	1.0	1.3	Maximising the available width will reduce conflict especially where there is a mixture of cyclist types and is a low cost intervention
Carpenters Down/Crockford Lane	From Carpenters Down to terminus of shared use path on Crockford Lane	Baseline	Accept -able		2	2	3	3	3	2	1	1	1	2	2						Indirect route linking to Chineham Business Park and Chineham. No directional signage and subway is unclean.
		Existing	Bronze	Clean subway & improve directional signage	2	2	3	2	2	2	1	1	1	2	1.8	1	1	1	1.0	1.4	Signage will aid in wayfinding. Cleaning will make it more attractive.
Chineham Business Park	From terminus of Shared Use path to Hanmore Road including Lime Tree Way	Baseline	Poor		4	2	3	2	3	2	2	2	2	3	2.5						Heavily trafficked road with no provision for cyclists.
		Proposed	Gold	Off road shared use route	1	1	1	1	2	2	1	1	1	3	1.4	1	1	1	1.0	1.2	An off-road shared use path will give a coherent route.
		Proposed	Silver	Alterations to streetscape	3	2	2	2	2	2	1	1	1	3	1.9	3	2	1	2.0	2.0	Alterations to streetscape will reduce speeds so that users feel safer using the on road cycle lanes.
Reading Road Chineham South	From Crockford Lane to Thornhill Roundabout	Baseline	Poor		4	3	3	2	3	1	2	2	2	2	2.4						There is no provision along Chineham Road. The road is straight with driveways along it.
		Proposed	Silver	On road route with streetscape improvements & traffic calming	2	1	2	1	1	2	1	1	1	2	1.4	3	2	2	2.3	1.9	Reducing speeds will make the road suitable for cycling along.
		Proposed	Bronze	On road cycle route	3	2	3	1	2	1	1	1	1	2	1.7	1	2	1	1.3	1.5	There is insufficient space and numerous conflict points which make an off road route unsuitable. Signage/markings will make drivers aware of presence of cyclists.
Thornhill Roundabout	Junction of Reading Road and Thornhill Way	Baseline	Good		1	3	1	1	1	1	1	1	2	2	1.4						There are islands suitable for use by cyclists and provision for them to transistion off road.
		Proposed	Gold	Widen splitter islands & tighten geometry	1	1	1	1	1	1	1	1	1	2	1.1	2	2	2	2.0	1.6	This will enable cyclists to safely cross the road. There appears to be sufficient space to widen the existing islands.
		Proposed	Bronze	Signed on road route if A33 development off road route is not built	1	3	1	1	1	1	1	1	2	2	1.4	1	1	1	1.0	1.2	Providing a signed route will ensure cyclists are not tempted to cycle along A33 in the absence of suitable provision.
Reading Rd Chineham North	Between Thornhill Roundabout and A33	Baseline	Good		3	1	1	1	1	3	1	1	1	2	1.5						
		Proposed	Gold	Off road shared use route	1	2	1	1	1	2	1	1	1	2	1.3	2	1	2	1.7	1.5	This will link into the A33 route. There is a risk of conflict due to driveways along this section.
		Proposed	Silver	Streetscape improvements with on road route	2	1	2	1	2	2	1	1	1	2	1.5	3	1	1	1.7	1.6	Adjustments to the streetscape could be costly
A33	From Reading Road to Gaiger Avenue	Baseline	Unaccept -able		5	5	5	5	5	4	5	5	5	5	4.9						There is no provision for cyclists along this busy road with fast moving traffic.
		Proposed	Gold	3m wide off road shared use route	1	1	1	1	1	2	1	1	1	2	1.2	4	3	1	2.7	1.9	This route could cost a significant amount due to the clearance works required. There may be insufficient space in place to provide recommended width.

KEY

Rating	
5	Unacceptable
4	Poor
3	Acceptable
2	Good
1	Excellent

BDBC Options appraisal - Corridor Five

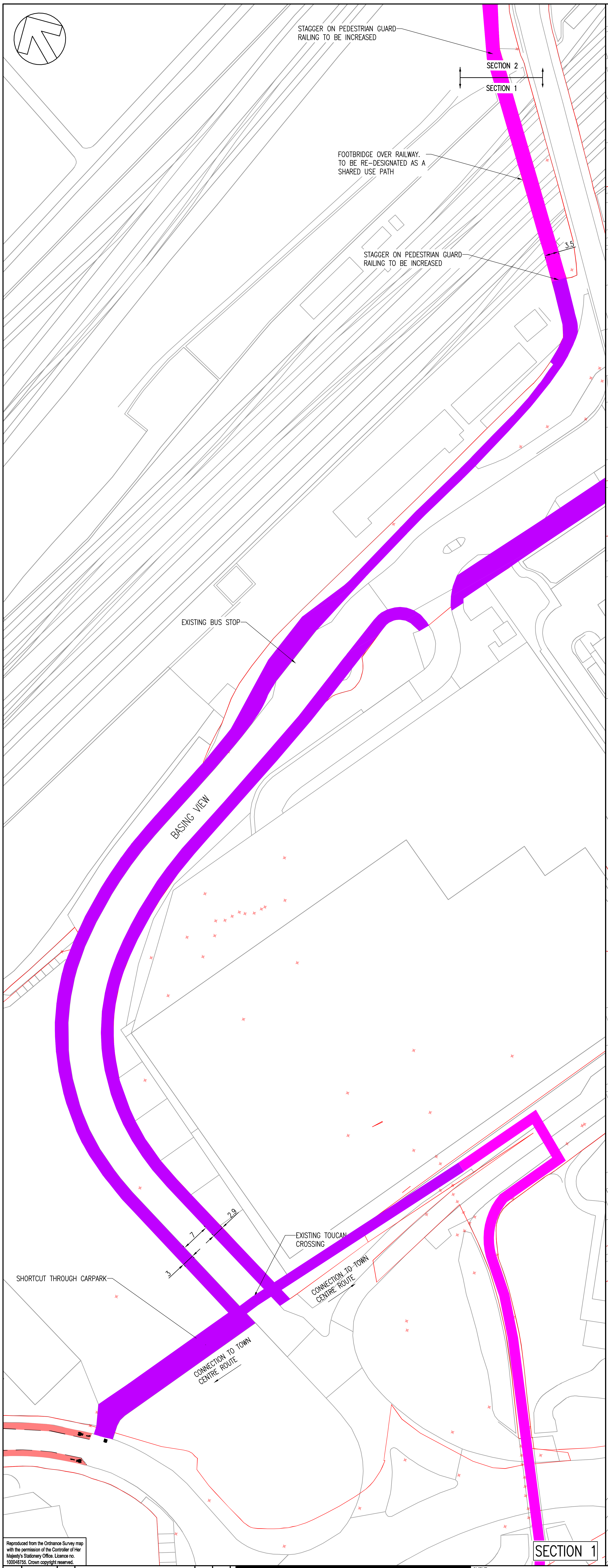
					Principles of Cycle Design						BDBC objectives					Other key factors					
Section	Extents	Existing / Proposed	Standard	Description of works	Safety	Directness	Comfort	Coherence	Attractiveness	Gradient	Links to & across Basingstoke	Links to employment	Links to Development	Links to education	Current / Future Performance (Average)	Cost	Deliverability/ buildability	Stakeholder support	Scheme Deliverability (Average)	Overall Scheme Rating	WSP|Parsons Brinckerhoff Commentary
Oakley Rectory Rd	From junction with Station Road to The Drive	Baseline	Accept -able		4	2	1	3	1	1	2	2	2	2	2						Through the village of Oakley. There is no footway along much of this road but traffic levels are mainly light.
		Proposed	Gold	Traffic Calming	3	2	2	1	1	1	1	1	1	1	1.4	2	3	3	2.7	2.0	Section of route on road due to lack of available width. Traffic calming will reduce speeds. Likely to be contentious as could result in loss of parking.
		Proposed	Bronze	Directional Signage	4	2	1	1	1	1	1	1	1	1	1.4	1	1	1	1.0	1.2	Section of route on road due to lack of available width. Signage will aid in wayfinding.
The Drive	From junction with Hill Road to Oakley Path	Baseline	Accept -able		4	2	1	3	1	1	2	2	2	2	2						Through the village of Oakley. There is no footway along much of this road but traffic levels are mainly light.
		Proposed	Bronze	Directional Signage	4	2	1	1	1	1	1	1	1	1	1.4	1	1	1	1.0	1.2	Section of route on road due to lack of available width. Signage will aid in wayfinding. Residential road so lower levels of traffic.
Oakley Path	From St John's Road to Pack Lane	Baseline	Good		2	1	2	1	2	1	1	1	1	2	1.4						Existing permissive cycle path away from road. Lack of signage.
		Existing	Gold	Solar lighting, surfacing & veg trim	1	1	1	1	1	1	1	1	1	2	1.1	3	3	2	2.7	1.9	Existing route is well used but lighting will make it more attractive during hours of darkness. Solar lighting will need to be placed where it can recharge.
		Existing	Silver	New Surfacing	2	1	1	1	2	1	1	1	1	2	1.3	2	2	1	1.7	1.5	The existing path is showing wear and tear. A surface course should give a consistent robust surface if laid well.
		Existing	Bronze	Vegetation Trimming & Path repair	3	1	2	1	3	1	2	2	2	2	1.9	1	1	1	1.0	1.5	There are patches where potholes are forming and is also evidence of verge creep. This intervention will maximise the existing asset.
Five ways Crossing	Junction of Kempshott Lane and Pack Lane including section of Pack Lane from Oakley Path	Baseline	Accept -able		4	2	3	2	2	2	1	1	1	2	2						Markings at existing crossing faded.
		Proposed	Gold	Copenhagen Crossing & tighten geometry	3	1	2	1	1	2	1	1	1	2	1.5	4	4	4	4.0	2.8	A Copenhagen Crossing will allow cyclists to make right turn movements more easily. Significant works and education about the junction required.
		Proposed	Silver	Tighten Rd Geometry	3	1	2	1	2	2	1	1	1	2	1.6	3	3	4	3.3	2.5	Tightening road geometry will reduce capacity but will make it easier to use as cyclists can take a primary position.
		Existing	Bronze	Refresh ASL Markings	3	2	3	3	3	2	2	2	2	3	2.5	1	1	1	1.0	1.8	Refreshing the markings will make cyclists right of way clear to road users.
Pack Lane	From Five Ways Crossing to junction with High Drive	Baseline	Accept -able		5	2	2	1	3	1	2	2	2	3	2.3						No provision for cyclists. High vehicle flows.
		Proposed	Gold	Reduce traffic flow & downgrade route	3	2	1	1	2	1	1	1	1	1	1.4	4	5	4	4.3	2.9	The vehicle data shows heavy usage. Reducing flows will make the road suitable for cycling along.
		Proposed	Silver	On road route with enhanced traffic calming	4	2	2	1	2	1	1	1	1	1	1.6	2	4	3	3.0	2.3	Reducing speeds will make the road suitable for cycling along.
		Proposed	Bronze	On road route with signage	5	2	2	1	2	1	2	2	2	3	2.2	1	2	2	1.7	1.9	There is insufficient space and numerous conflict points which make an off road route unsuitable. Signage will make drivers aware of presence of cyclists.
Buckland Parade	Junction of High Drive and Buckland Ave including area outside Buckland Parade	Baseline	Poor		5	3	3	3	3	1	2	2	2	2	2.6						Complex junction with need to check traffic in several directions before crossing.
		Proposed	Gold	Streetscape improvements	3	2	1	1	1	1	1	1	1	2	1.4	4	3	1	2.7	2.0	The junction at this point is complex with five roads meeting adjacent to a parade of shops. Redesigning to a shared surface will make it simpler for NMUs to negotiate it.
Old Down Park	From entrance adjacent Beggarwood Lane to Kempshott Lane	Baseline	Accept -able		1	4	2	2	2	2	2	2	2	3	2.2						There is only a partial route through the park for cyclists
		Proposed	Gold	Off road shared use path	1	1	1	1	1	2	1	1	1	3	1.3	4	2	1	2.3	1.8	Shared use path connecting the Hounsome Fields Development to the Winchester Road routes.
		Proposed	Silver	Realign existing path & designate as shared use	1	2	1	1	1	2	1	1	1	3	1.4	2	1	1	1.3	1.4	The park provides a pleasant atmosphere to cycle through. This will provide a more direct surfaced route.
		Proposed	Bronze	Redesignate existing path to shared use	1	3	2	1	1	2	1	1	1	3	1.6	1	1	1	1.0	1.3	Designating the existing indirect partially surfaced path as shared use.
Hatch Warren	From Kempshott Lane to Woodbury Road	Baseline	Poor		2	3	3	4	3	2	2	2	2	3	2.6						There is not a coherent, signed route along this section
		Proposed	Gold	Segregated route on the northern side of the A33	1	1	1	1	1	1	1	1	1	1	1	4	4	2	3.3	2.2	Direct two-way segregated route. It will predominately use existing verge.
		Proposed	Silver	Widen existing footpath & convert to shared use	1	2	1	2	1	2	2	2	2	2	1.7	2	1	1	1.3	1.5	Existing path is steep, widening will reduce conflict between cyclists and pedestrians.
		Proposed	Bronze	Improve signage on the existing footpath & convert	1	3	3	2	1	2	2	2	2	2	2	1	1	1	1.0	1.5	Existing route is steep and winding. Width means there could be conflict with pedestrians using it
Brighton Hill	From Woodbury Road to Pack Lane	Baseline	Poor		2	3	3	4	3	2	2	2	2	3	2.6						There is not a coherent, signed route along this section
		Proposed	Gold	Segregated route on the northern side of the A33	1	1	1	1	1	1	1	1	1	3	1.2	4	4	2	3.3	2.3	Direct two-way segregated route. It will predominately use existing verge.
		Proposed	Silver	Widen existing footpath, re-align & convert to shared use	1	2	1	1	1	1	1	1	1	2	1.2	2	1	1	1.3	1.3	Realigning will make users more visible and enable them to see approaching people making it feel more secure.
		Proposed	Bronze	Improve signage on the existing footpath & convert	1	2	2	1	1	1	1	1	1	2	1.3	1	1	1	1.0	1.2	Existing path is narrow in places and there is a lack of visibility at western end.
Buckland Avenue	From Buckland Parade to Winchester Road	Baseline	Accept -able		3	2	2	2	2	1	2	2	2	3	2.1						There is not a coherent, signed route along this section. Knowledge of local geography is required to route via quiet roads.
		Proposed	Bronze	On road cycle route	3	2	1	1	1	1	1	1	1	2	1.4	1	1	1	1.0	1.2	Route along residential road is quiet. Cyclists will cross Western Way via new refuge islands.
Winchester Rd South	From Brighton Hill Roundabout to Winchester Road Roundabout	Baseline	Unacceptable		5	4	5	4	5	2	4	4	4	4	4.1						This is a heavily trafficked road and there is no provision. Knowledge of local geography is required to route via quiet roads.
		Proposed	Gold	Speed limit reduction & segregated cycle route	1	1	1	1	2	1	1	1	1	2	1.2	5	4	4	4.3	2.8	Reducing the speed limit will make this route more attractive. A cycle route segregated by level will remove conflict with pedestrians.
		Proposed	Silver	On & off road route behind football ground	1	2	1	1	1	2	1	1	1	2	1.3	2	2	2	2.0	1.7	Quiet route away from the heavy traffic of Winchester Road. There are some slopes on this route.
		Proposed	Bronze	New off road shared use route both sides	2	1	2	1	2	1	1	1	1	2	1.4	1	2	2	1.7	1.5	There is space along most of the northern side to provide a shared use path. On the southern side, it would either be substandard or require land acquisition.
Winchester Rd Roundabout	Between Winchester Rd South and Winchester Rd Kings Furlong	Baseline	Unacceptable		5	5	5	3	4	5	3	3	3	3	3.9						The only way for cyclists to safely cross is to dismount and use the subways. They are steep, poorly lit and unsigned.
		Proposed	Gold	Toucan Crossings	1	1	1	1	2	1	1	1	1	1	1.1	4	5	4	4.3	2.7	Ideal intervention for NMUs. Would likely require closure of some subways and would reduce capacity at Winchester Road Roundabout
		Proposed	Silver	Subway entrance realignment & close one exit	3	3	3	2	3	3	2	1	1	1	2.2	4	4	1	3.0	2.6	Realignment should reduce the gradient on the slopes but still an imperfect situation.
		Proposed	Bronze	Vegetation clearance and improved lighting	4	4	5	2	3	5	2	1	1	1	2.8	1	1	2	1.3	2.1	Removing vegetation will increase the amount of light. Improving lighting inside using daylight bulbs will make it feel more attractive.
Winchester Rd Kings Furlong	From Winchester Road Roundabout to Penrith Road	Baseline	Poor		4	4	4	4	4	1	1	1	1	2	2.6						There is an existing shared use path but it suffers from congestion at peak periods and terminates abruptly short of any facility to re-join the carriageway.
		Proposed	Gold	Reduce traffic flow & downgrade route with on road advisory	1	1	1	1	1	1	1	1	1	1	1	2	3	4	3.0	2.0	The vehicle data shows medium usage. Reducing flows will make the road suitable for cycling along.
		Proposed	Silver	Advisory cycle lanes on road, remove centre line	1	1	1	2	2	1	1	1	1	1	1.2	1	2	3	2.0	1.6	Gives cyclist a defined space on road. Removal of centreline should reduce speeds. Simple to implement but could be objections by buses due to lost road space.
		Existing	Bronze	Extend existing off road cycle route	1	3	2	3	3	1	1	1	1	1	1.7	1	1	2	1.3	1.5	Extending the route will connect to existing/proposed provision. Conflict at school times is an issue.
Winchester Rd Sarum Hill	From Penrith Road to New Street	Baseline	Poor		4	3	3	1	4	3	2	2	2	2	2.6						Steep hill linking to Town Centre. The road is narrow with a narrow footway on one side.
		Proposed	Gold	Streetscape improvements & gateway treatment	3	3	3	1	3	3	1	1	1	1	2	4	3	3	3.3	2.7	Changing the streetscape should reduce speeds and maintain a direct route to the Town Centre.
Cordale Road	From Winchester Road to New Road	Baseline	Accept -able		2	3	2	3	2	3	2	2	2	1	2.2						Traffic levels are mainly light. Along existing path from Cordale Road to Fairfields Road.
		Proposed	Bronze	Directional Signage	2	2	2	1	2	3	1	1	1	1	1.6	1	1	1	1.0	1.3	Section of route on road due to lack of available width. Signage will aid in wayfinding. Residential road so lower levels of traffic.
Penrith Road	From Winchester Road to Alençon Road	Baseline	Accept -able		4	2	3	2	3	3	2	2	2	3	2.6						No provision for cyclists.
		Proposed	Bronze	On road route with signage	2	2	2	2	2	3	2	2	2	3	2.2	2	2	1	1.7	1.9	There is insufficient space and numerous conflict points which make an off road route unsuitable. Signage will make drivers aware of presence of cyclists.

KEY
Rating

5	Unacceptable
4	Poor
3	Acceptable
2	Good
1	Excellent

Appendix L

RECOMMENDED OPTIONS


STAGGER ON PEDESTRIAN GUARD RAILING TO BE INCREASED
SECTION 2
SECTION 1
FOOTBRIDGE OVER RAILWAY. TO BE RE-DESIGNATED AS A SHARED USE PATH
3.5
STAGGER ON PEDESTRIAN GUARD RAILING TO BE INCREASED
EXISTING BUS STOP
BASING VIEW
2.9
7
3
EXISTING TOUCAN CROSSING
SHORTCUT THROUGH CARPARK
CONNECTION TO TOWN CENTRE ROUTE
CONNECTION TO TOWN CENTRE ROUTE
SECTION 1

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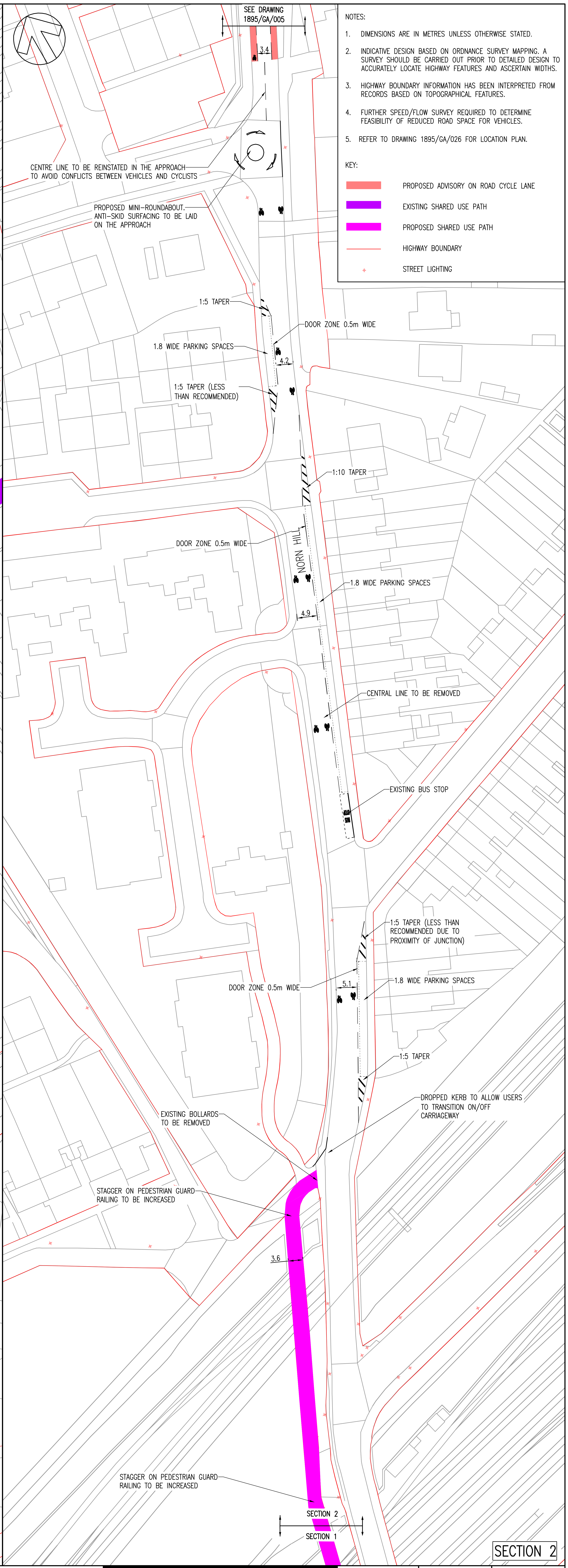
SEE DRAWING 1895/GA/005
3.4
CENTRE LINE TO BE REINSTATED IN THE APPROACH TO AVOID CONFLICTS BETWEEN VEHICLES AND CYCLISTS
PROPOSED MINI-ROUNDABOUT. ANTI-SKID SURFACING TO BE LAID ON THE APPROACH
1:5 TAPER
DOOR ZONE 0.5m WIDE
1.8 WIDE PARKING SPACES
4.2
1:5 TAPER (LESS THAN RECOMMENDED)
1:10 TAPER
DOOR ZONE 0.5m WIDE
NORN HILL
1.8 WIDE PARKING SPACES
4.9
CENTRAL LINE TO BE REMOVED
EXISTING BUS STOP
1:5 TAPER (LESS THAN RECOMMENDED DUE TO PROXIMITY OF JUNCTION)
DOOR ZONE 0.5m WIDE
5.1
1.8 WIDE PARKING SPACES
1:5 TAPER
DROPPED KERB TO ALLOW USERS TO TRANSITION ON/OFF CARRIAGEWAY
EXISTING BOLLARDS TO BE REMOVED
STAGGER ON PEDESTRIAN GUARD RAILING TO BE INCREASED
3.6
STAGGER ON PEDESTRIAN GUARD RAILING TO BE INCREASED
SECTION 2
SECTION 1
SECTION 2

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. FURTHER SPEED/FLOW SURVEY REQUIRED TO DETERMINE FEASIBILITY OF REDUCED ROAD SPACE FOR VEHICLES.
5. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING

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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 1 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-004.DWG	DESIGN-DRAWN: ESM	DATE: December 16
PROJECT No: 70021895	DRAWING No: 1895/GA/004	REV: B

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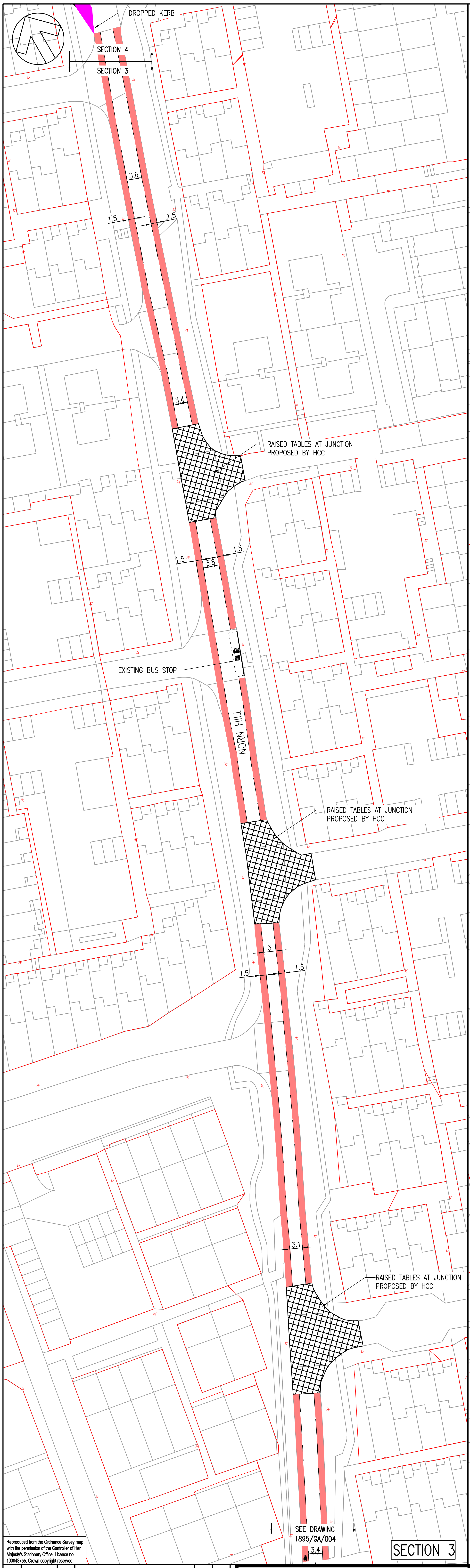
DROPPED KERB
SECTION 4
SECTION 3
3.6
1.5
1.5
3.4
RAISED TABLES AT JUNCTION PROPOSED BY HCC
1.5
3.8
1.5
EXISTING BUS STOP
NORN HILL
RAISED TABLES AT JUNCTION PROPOSED BY HCC
3
1.5
1.5
3.1
RAISED TABLES AT JUNCTION PROPOSED BY HCC
SEE DRAWING 1895/GA/004
3.4
SECTION 3

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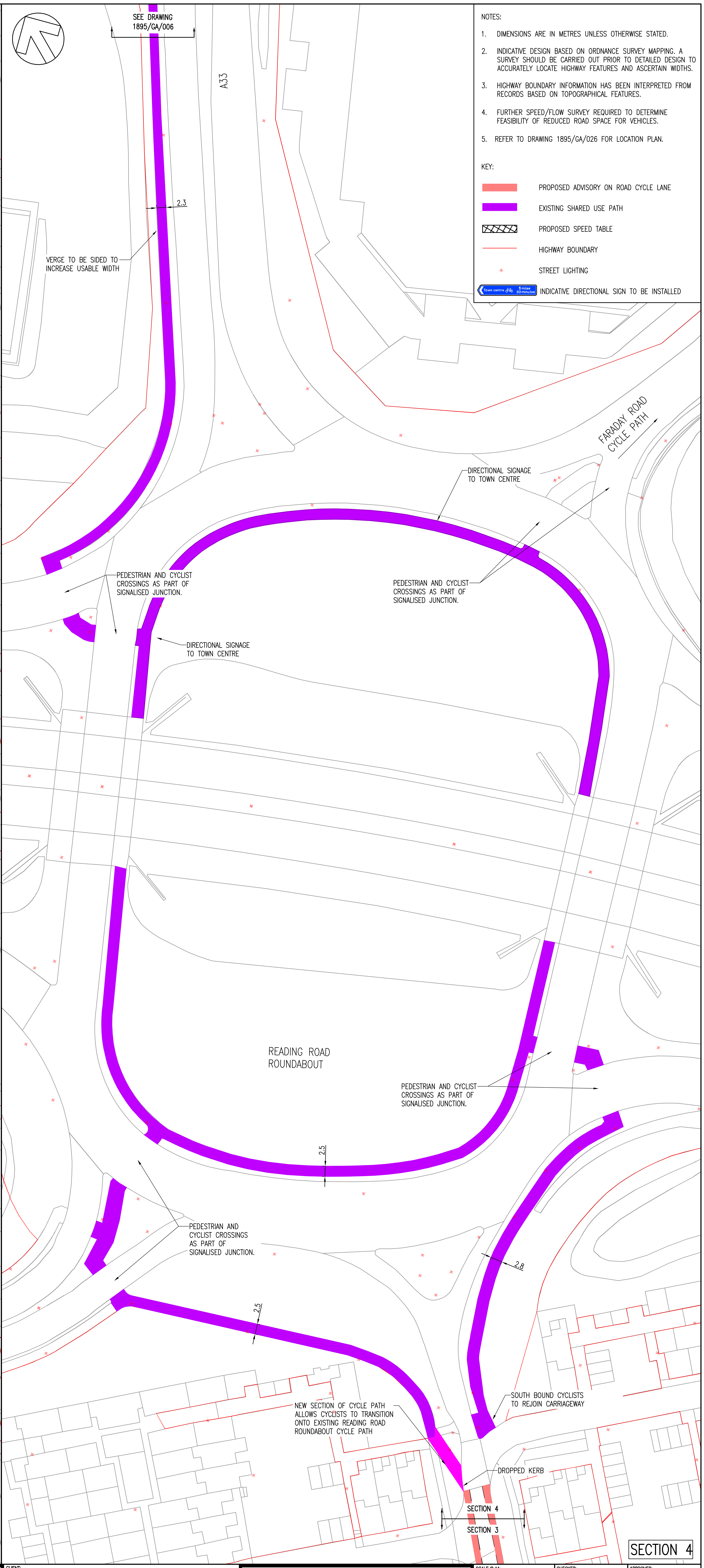
SEE DRAWING 1895/GA/006
A33
2.3
VERGE TO BE SIDED TO INCREASE USABLE WIDTH
FARADAY ROAD CYCLE PATH
DIRECTIONAL SIGNAGE TO TOWN CENTRE
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
DIRECTIONAL SIGNAGE TO TOWN CENTRE
READING ROAD ROUNDABOUT
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
2.5
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
2.8
2.5
NEW SECTION OF CYCLE PATH ALLOWS CYCLISTS TO TRANSITION ONTO EXISTING READING ROAD ROUNDABOUT CYCLE PATH
SOUTH BOUND CYCLISTS TO REJOIN CARRIAGEWAY
DROPPED KERB
SECTION 4
SECTION 3
SECTION 4

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. FURTHER SPEED/FLOW SURVEY REQUIRED TO DETERMINE FEASIBILITY OF REDUCED ROAD SPACE FOR VEHICLES.
5. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
▨	PROPOSED SPEED TABLE
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 2 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
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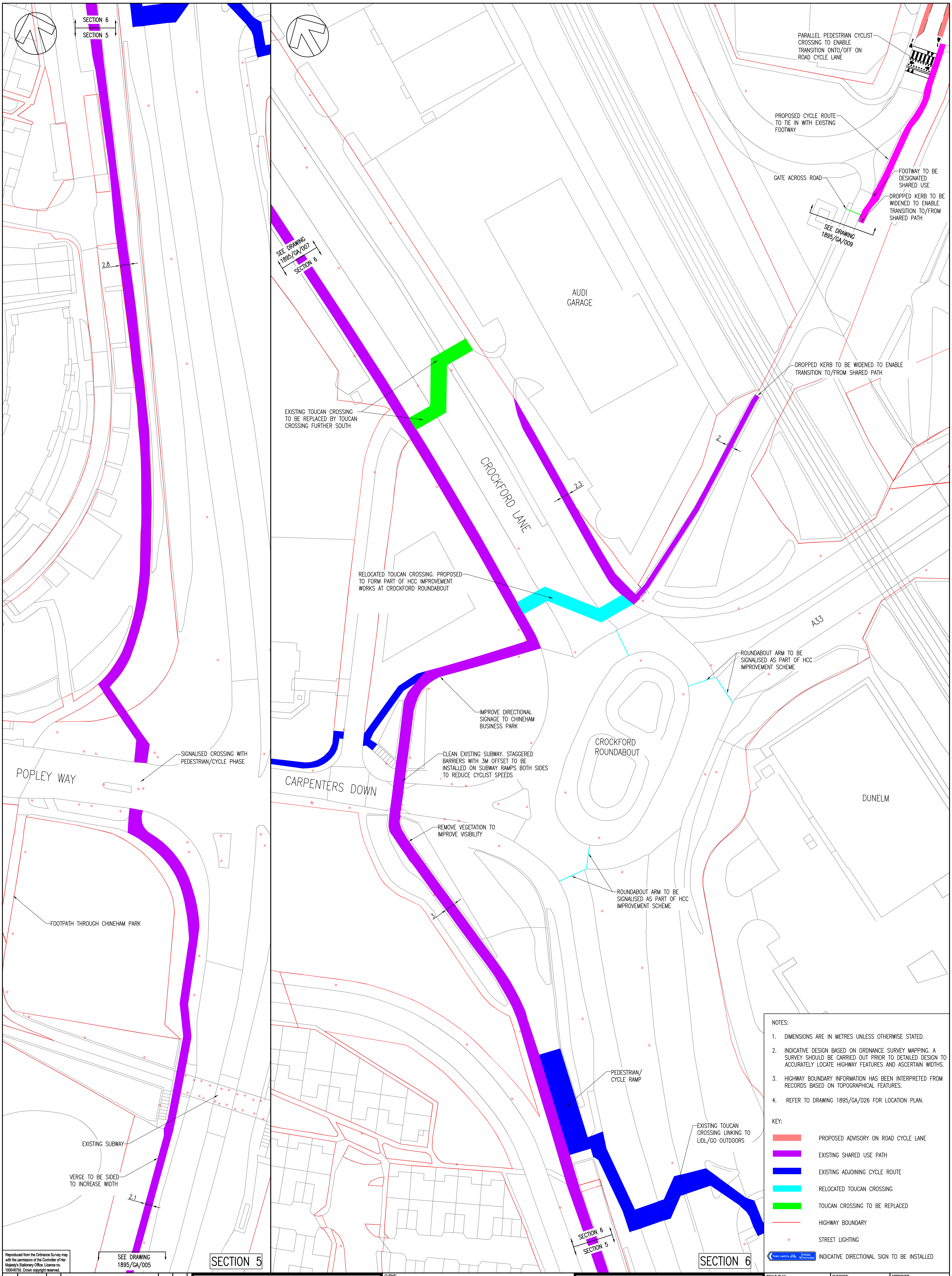
SECTION 6
SECTION 5
2.8
POPLEY WAY
SIGNALISED CROSSING WITH PEDESTRIAN/CYCLE PHASE
FOOTPATH THROUGH CHINEHAM PARK
EXISTING SUBWAY
VERGE TO BE SIDED TO INCREASE WIDTH
2.1
SEE DRAWING 1895/GA/005
SECTION 5
SEE DRAWING 1895/GA/007
SECTION 6
EXISTING TOUCAN CROSSING TO BE REPLACED BY TOUCAN CROSSING FURTHER SOUTH
CROCKFORD LANE
2.3
AUDI GARAGE
RELOCATED TOUCAN CROSSING. PROPOSED TO FORM PART OF HCC IMPROVEMENT WORKS AT CROCKFORD ROUNDABOUT
IMPROVE DIRECTIONAL SIGNAGE TO CHINEHAM BUSINESS PARK
CLEAN EXISTING SUBWAY. STAGGERED BARRIERS WITH 3M OFFSET TO BE INSTALLED ON SUBWAY RAMPS BOTH SIDES TO REDUCE CYCLIST SPEEDS
CARPENTERS DOWN
REMOVE VEGETATION TO IMPROVE VISIBILITY
3
CROCKFORD ROUNDABOUT
ROUNDABOUT ARM TO BE SIGNALISED AS PART OF HCC IMPROVEMENT SCHEME
ROUNDABOUT ARM TO BE SIGNALISED AS PART OF HCC IMPROVEMENT SCHEME
A33
DUNELM
PEDESTRIAN/ CYCLE RAMP
EXISTING TOUCAN CROSSING LINKING TO LIDL/GO OUTDOORS
SECTION 6
SECTION 5
SECTION 6
PARALLEL PEDESTRIAN CYCLIST CROSSING TO ENABLE TRANSITION ONTO/OFF ON ROAD CYCLE LANE
PROPOSED CYCLE ROUTE TO TIE IN WITH EXISTING FOOTWAY
GATE ACROSS ROAD
FOOTWAY TO BE DESIGNATED SHARED USE
DROPPED KERB TO BE WIDENED TO ENABLE TRANSITION TO/FROM SHARED PATH
SEE DRAWING 1895/GA/009
DROPPED KERB TO BE WIDENED TO ENABLE TRANSITION TO/FROM SHARED PATH
2

NOTES:

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2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
🟦	EXISTING ADJOINING CYCLE ROUTE
🟦	RELOCATED TOUCAN CROSSING
🟩	TOUCAN CROSSING TO BE REPLACED
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 3 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
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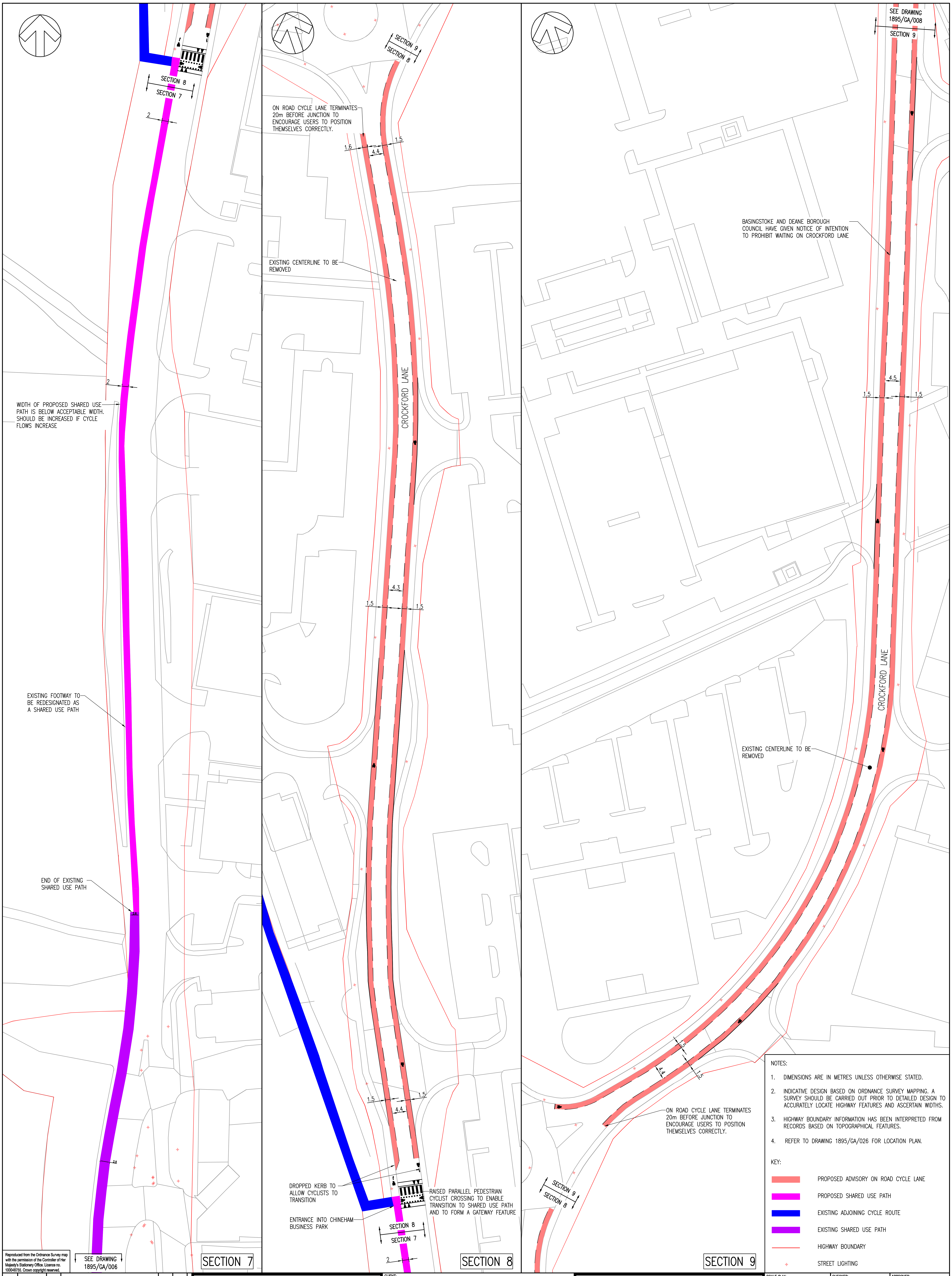
SECTION 8
SECTION 7
2
WIDTH OF PROPOSED SHARED USE PATH IS BELOW ACCEPTABLE WIDTH. SHOULD BE INCREASED IF CYCLE FLOWS INCREASE
EXISTING FOOTWAY TO BE REDESIGNATED AS A SHARED USE PATH
END OF EXISTING SHARED USE PATH
SEE DRAWING 1895/GA/006
SECTION 7
SECTION 9
SECTION 8
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
1.6
4.4
1.5
EXISTING CENTERLINE TO BE REMOVED
CROCKFORD LANE
1.5
4.3
1.5
1.5
4.4
1.5
DROPPED KERB TO ALLOW CYCLISTS TO TRANSITION
ENTRANCE INTO CHINEHAM BUSINESS PARK
RAISED PARALLEL PEDESTRIAN CYCLIST CROSSING TO ENABLE TRANSITION TO SHARED USE PATH AND TO FORM A GATEWAY FEATURE
SECTION 8
SECTION 7
2
SECTION 8
SEE DRAWING 1895/GA/008
SECTION 9
BASINGSTOKE AND DEANE BOROUGH COUNCIL HAVE GIVEN NOTICE OF INTENTION TO PROHIBIT WAITING ON CROCKFORD LANE
1.5
4.5
1.5
CROCKFORD LANE
EXISTING CENTERLINE TO BE REMOVED
1.5
4.4
1.5
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
SECTION 9
SECTION 8
SECTION 9

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	PROPOSED SHARED USE PATH
🟦	EXISTING ADJOINING CYCLE ROUTE
🟪	EXISTING SHARED USE PATH
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING

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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 4 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
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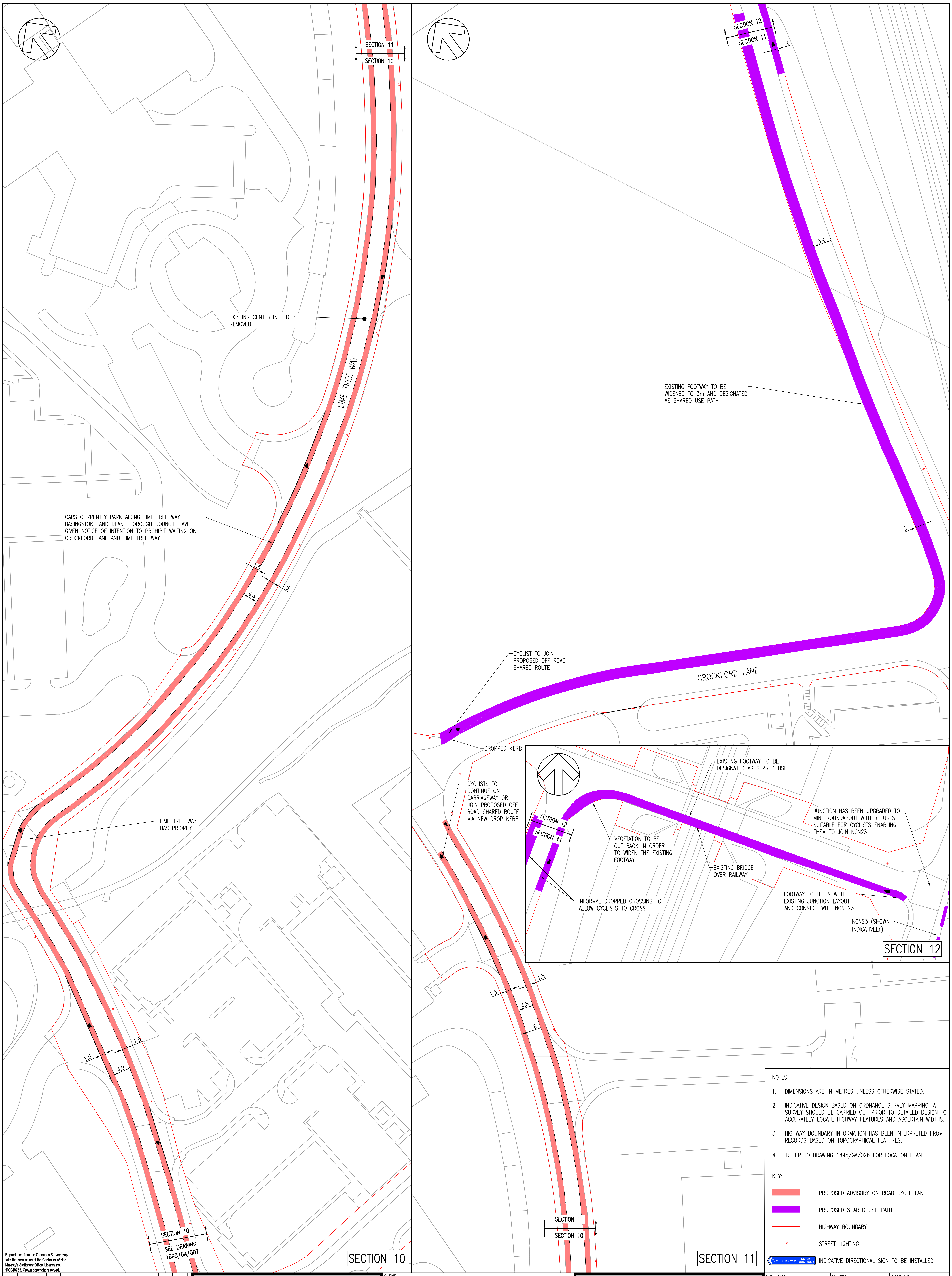
SECTION 11
SECTION 10
EXISTING CENTERLINE TO BE REMOVED
LIME TREE WAY
CARS CURRENTLY PARK ALONG LIME TREE WAY. BASINGSTOKE AND DEANE BOROUGH COUNCIL HAVE GIVEN NOTICE OF INTENTION TO PROHIBIT WAITING ON CROCKFORD LANE AND LIME TREE WAY
1.6
1.5
4.4
LIME TREE WAY HAS PRIORITY
1.5
1.5
4.9
SECTION 10
SEE DRAWING 1895/GA/007
SECTION 10
SECTION 12
SECTION 11
2
5.4
EXISTING FOOTWAY TO BE WIDENED TO 3m AND DESIGNATED AS SHARED USE PATH
3
CYCLIST TO JOIN PROPOSED OFF ROAD SHARED ROUTE
CROCKFORD LANE
DROPPED KERB
CYCLISTS TO CONTINUE ON CARRIAGEWAY OR JOIN PROPOSED OFF ROAD SHARED ROUTE VIA NEW DROP KERB
EXISTING FOOTWAY TO BE DESIGNATED AS SHARED USE
SECTION 12
SECTION 11
VEGETATION TO BE CUT BACK IN ORDER TO WIDEN THE EXISTING FOOTWAY
JUNCTION HAS BEEN UPGRADED TO MINI–ROUNDABOUT WITH REFUGES SUITABLE FOR CYCLISTS ENABLING THEM TO JOIN NCN23
EXISTING BRIDGE OVER RAILWAY
INFORMAL DROPPED CROSSING TO ALLOW CYCLISTS TO CROSS
FOOTWAY TO TIE IN WITH EXISTING JUNCTION LAYOUT AND CONNECT WITH NCN 23
NCN23 (SHOWN INDICATIVELY)
SECTION 12
1.5
1.5
4.5
7.6
SECTION 11
SECTION 10
SECTION 11

NOTES:

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2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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TITLE:
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(SHEET 5 OF 8)

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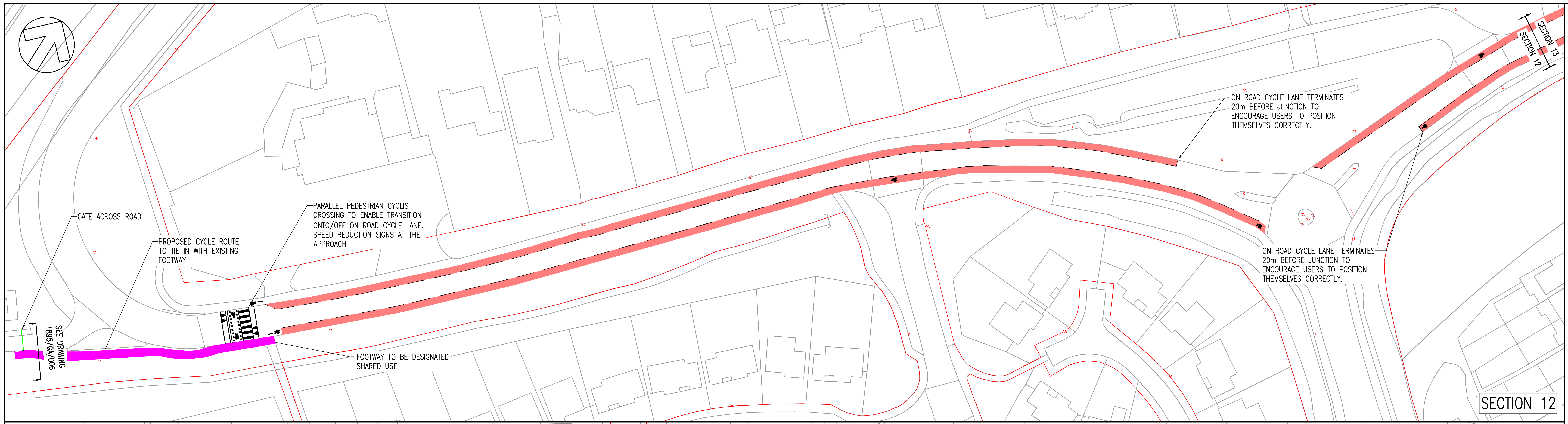
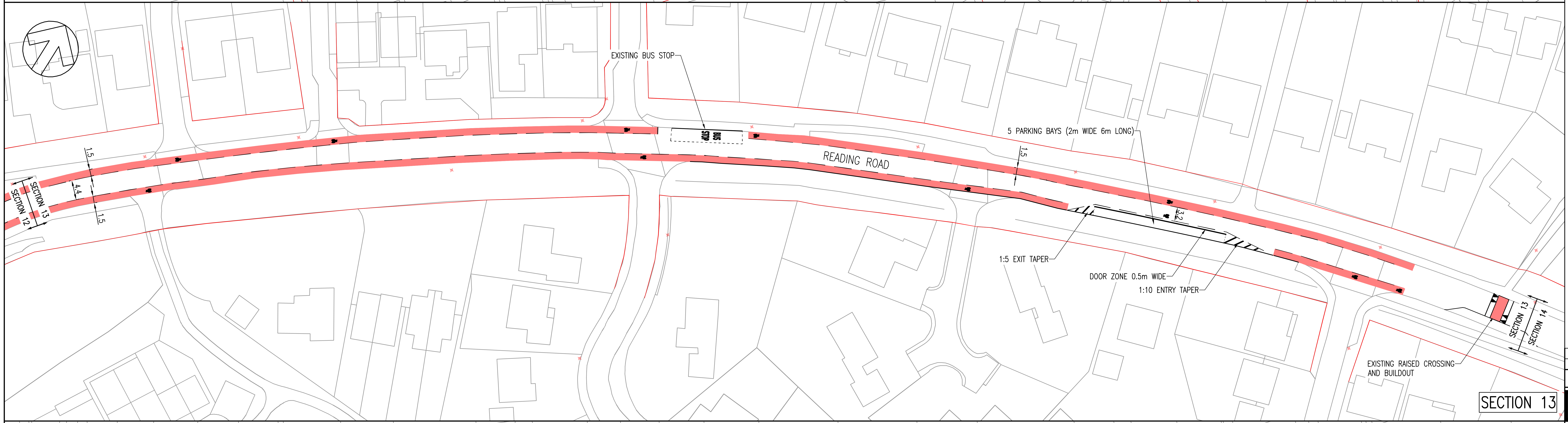
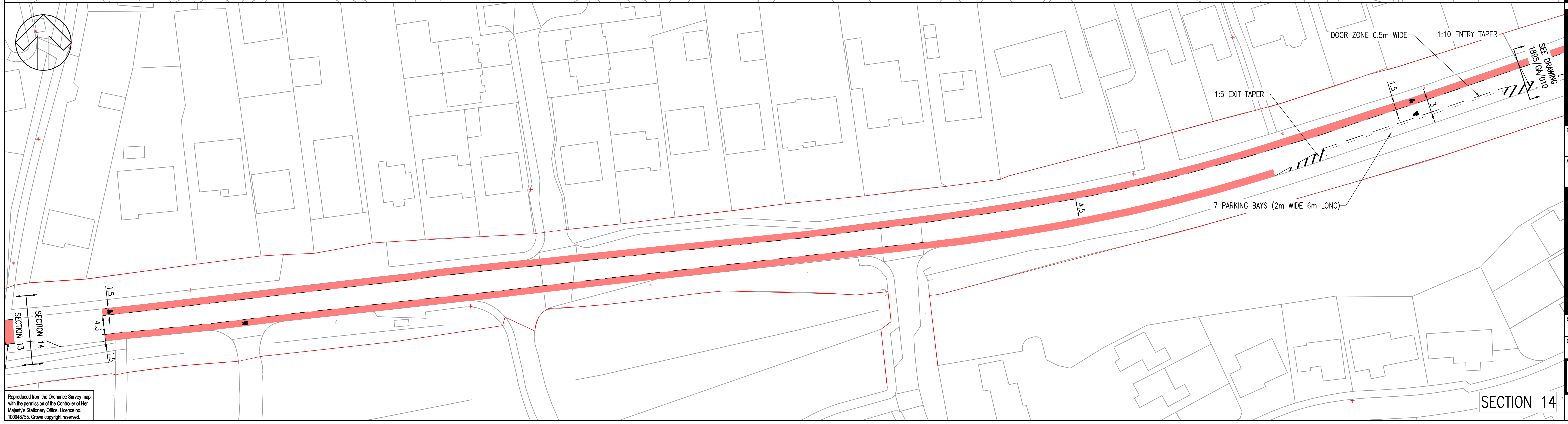

GATE ACROSS ROAD
PROPOSED CYCLE ROUTE TO TIE IN WITH EXISTING FOOTWAY
SEE DRAWING 1895/GA/006
PARALLEL PEDESTRIAN CYCLIST CROSSING TO ENABLE TRANSITION ONTO/OFF ON ROAD CYCLE LANE. SPEED REDUCTION SIGNS AT THE APPROACH
FOOTWAY TO BE DESIGNATED SHARED USE
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
SECTION 13
SECTION 12

SECTION 12


EXISTING BUS STOP
BUS STOP
READING ROAD
5 PARKING BAYS (2m WIDE 6m LONG)
1:5 EXIT TAPER
DOOR ZONE 0.5m WIDE
1:10 ENTRY TAPER
EXISTING RAISED CROSSING AND BUILDOUT
1.5
4.4
1.5
1.5
1.2
SECTION 13
SECTION 12
SECTION 13
SECTION 14

SECTION 13


DOOR ZONE 0.5m WIDE
1:10 ENTRY TAPER
SEE DRAWING 1895/GA/010
1:5 EXIT TAPER
7 PARKING BAYS (2m WIDE 6m LONG)
1.5
3
4.5
1.5
4.3
1.5
SECTION 13
SECTION 14

SECTION 14

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DO NOT SCALE

NOTES:

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2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING

REV	DATE	BY	DESCRIPTION	CHK	APD
B	21/12/2016	ESM	UPDATED FOLLOWING RSA COMMENTS	HL	LB
A	25/10/2016	ESM	FIRST ISSUE	HL	LB

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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 6 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-009	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/009	REV: B

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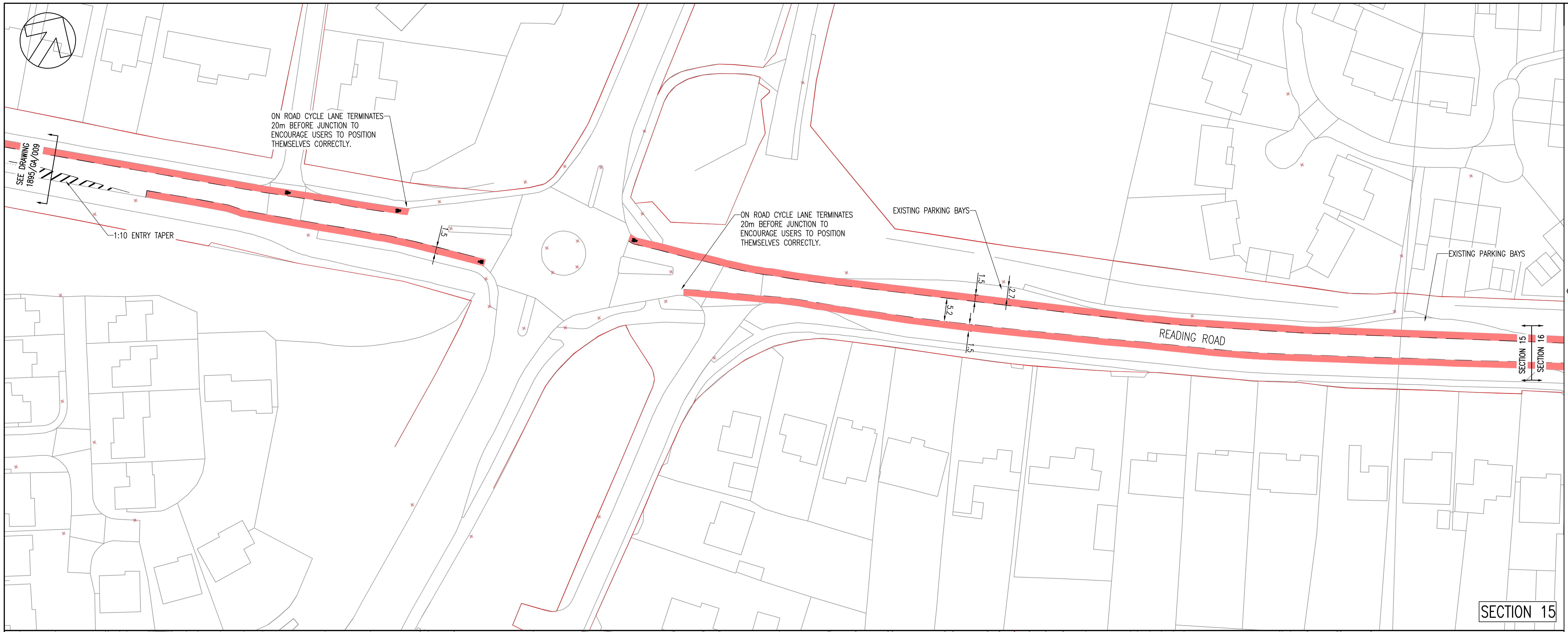


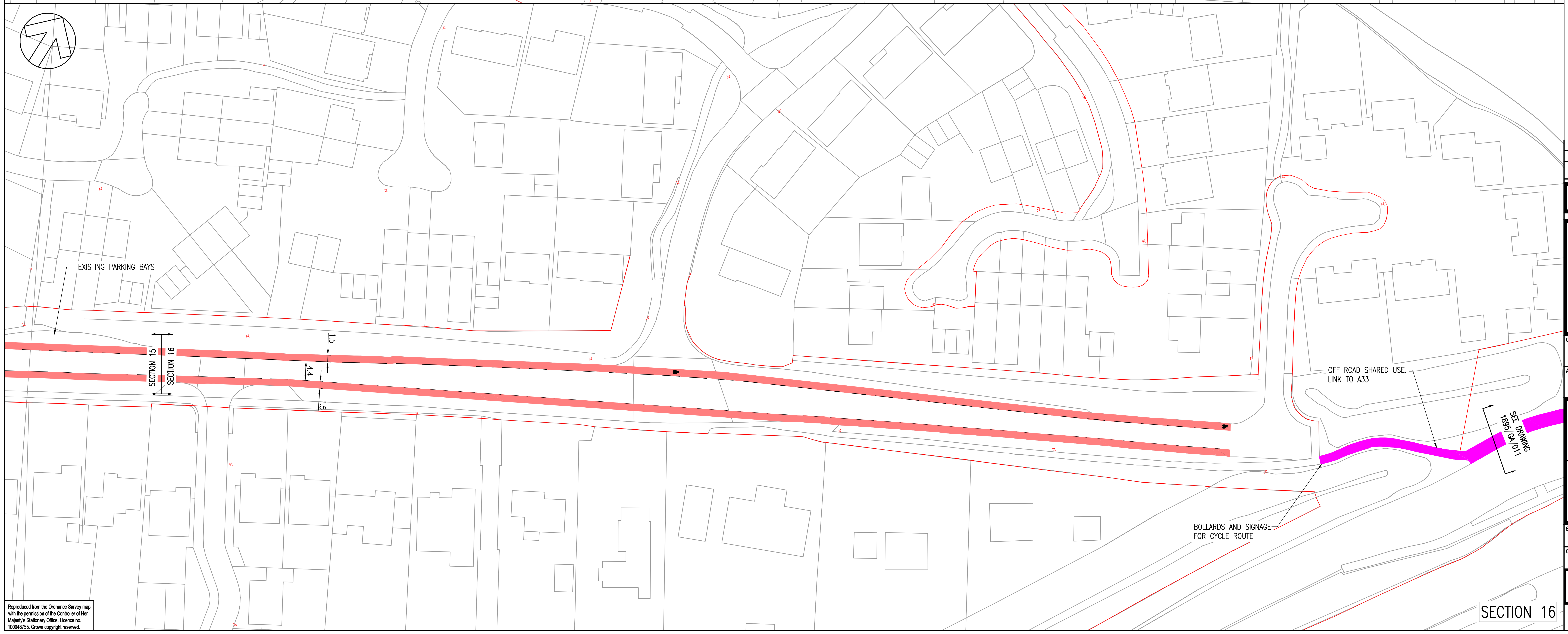
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.

ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.

EXISTING PARKING BAYS

EXISTING PARKING BAYS

SECTION 15



EXISTING PARKING BAYS

OFF ROAD SHARED USE LINK TO A33

BOLLARDS AND SIGNAGE FOR CYCLE ROUTE

SECTION 16

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 7 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-010	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/010	REV: B

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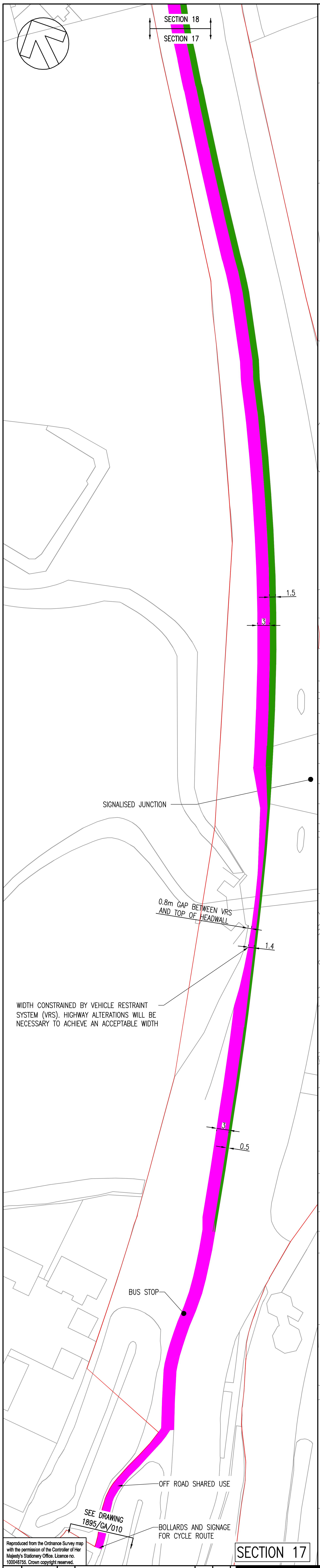
SECTION 18
SECTION 17
1.5
3
SIGNALISED JUNCTION
0.8m GAP BETWEEN VRS AND TOP OF HEADWALL
1.4
WIDTH CONSTRAINED BY VEHICLE RESTRAINT SYSTEM (VRS). HIGHWAY ALTERATIONS WILL BE NECESSARY TO ACHIEVE AN ACCEPTABLE WIDTH
3
0.5
BUS STOP
OFF ROAD SHARED USE
SEE DRAWING 1895/GA/010
BOLLARDS AND SIGNAGE FOR CYCLE ROUTE

SECTION 17

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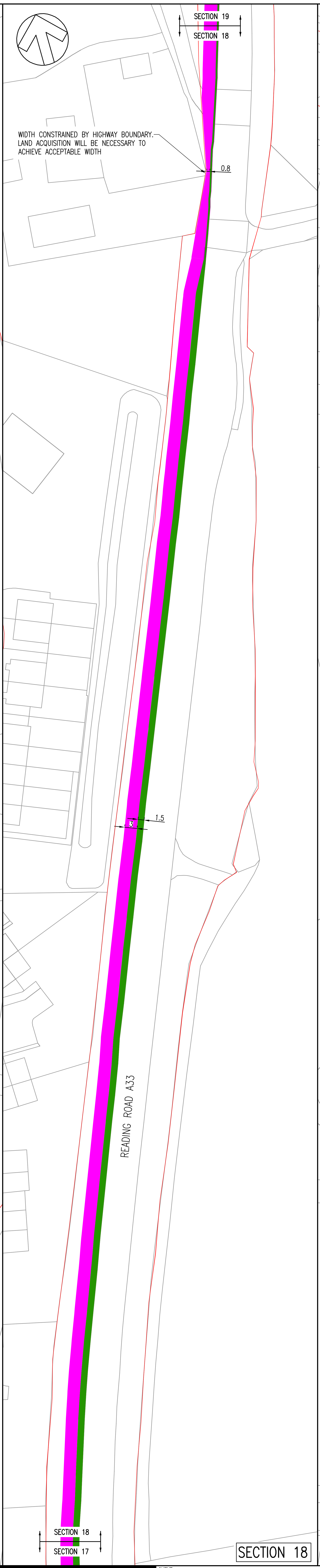
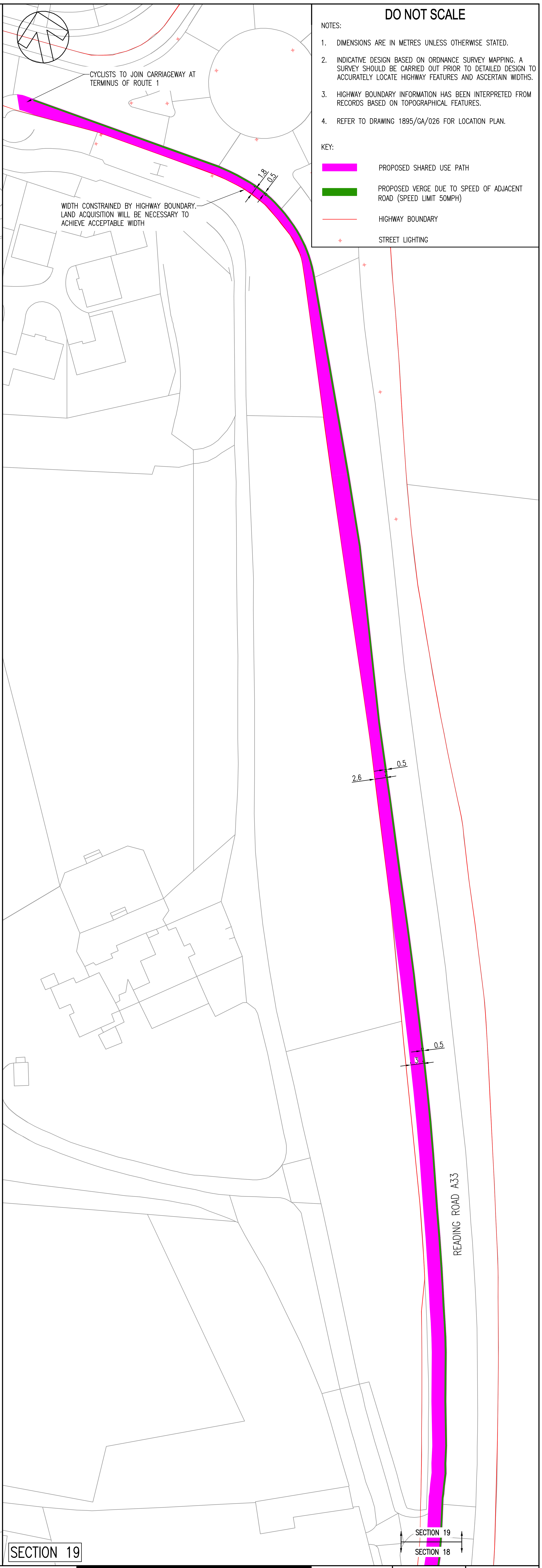

SECTION 19
SECTION 18
WIDTH CONSTRAINED BY HIGHWAY BOUNDARY. LAND ACQUISITION WILL BE NECESSARY TO ACHIEVE ACCEPTABLE WIDTH
0.8
3
1.5
READING ROAD A33
SECTION 18
SECTION 17

SECTION 18


CYCLISTS TO JOIN CARRIAGEWAY AT TERMINUS OF ROUTE 1
1.8
0.5
WIDTH CONSTRAINED BY HIGHWAY BOUNDARY. LAND ACQUISITION WILL BE NECESSARY TO ACHIEVE ACCEPTABLE WIDTH
2.6
0.5
0.5
3
READING ROAD A33
SECTION 19
SECTION 18

SECTION 19

DO NOT SCALE

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟪	PROPOSED SHARED USE PATH
🟩	PROPOSED VERGE DUE TO SPEED OF ADJACENT ROAD (SPEED LIMIT 50MPH)
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING

REV	DATE	BY	DESCRIPTION	CHK	APD
B	21/12/2016	ESM	UPDATED FOLLOWING RSA COMMENTS	HL	LB
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 1
(SHEET 8 OF 8)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-011.DWG	DESIGN-DRAWN: ESM	DATE: December 16
PROJECT No: 70021895	DRAWING No: 1895-GA-011	REV: B

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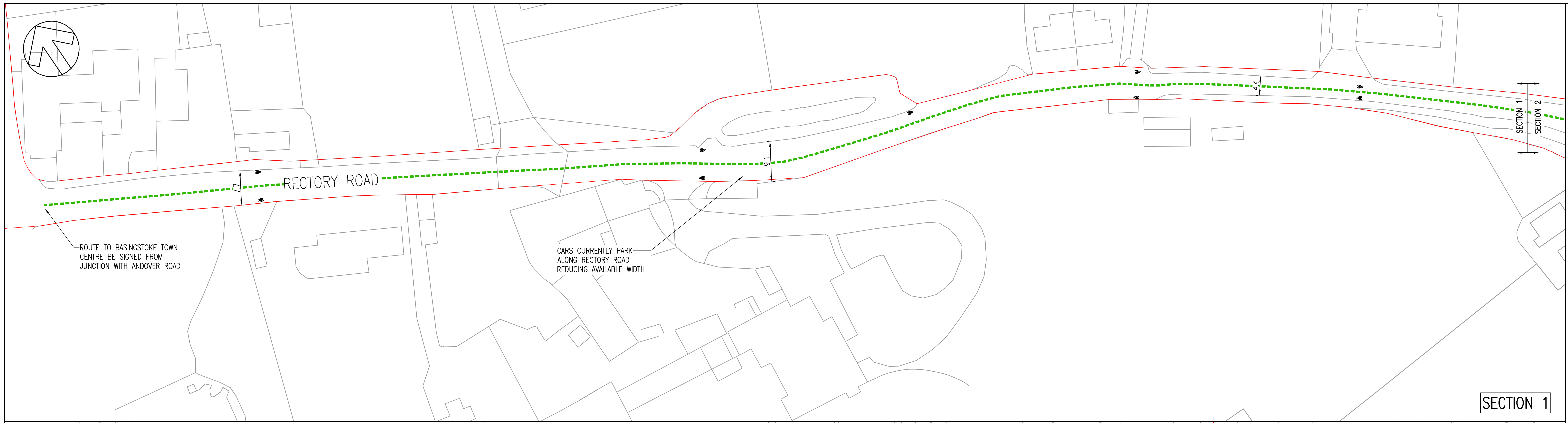
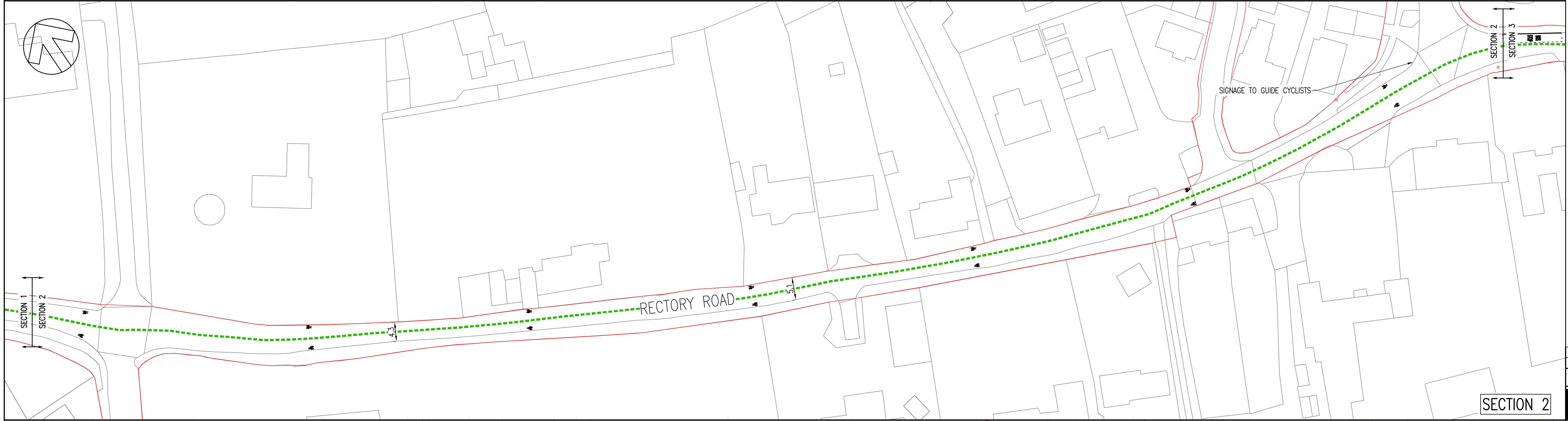
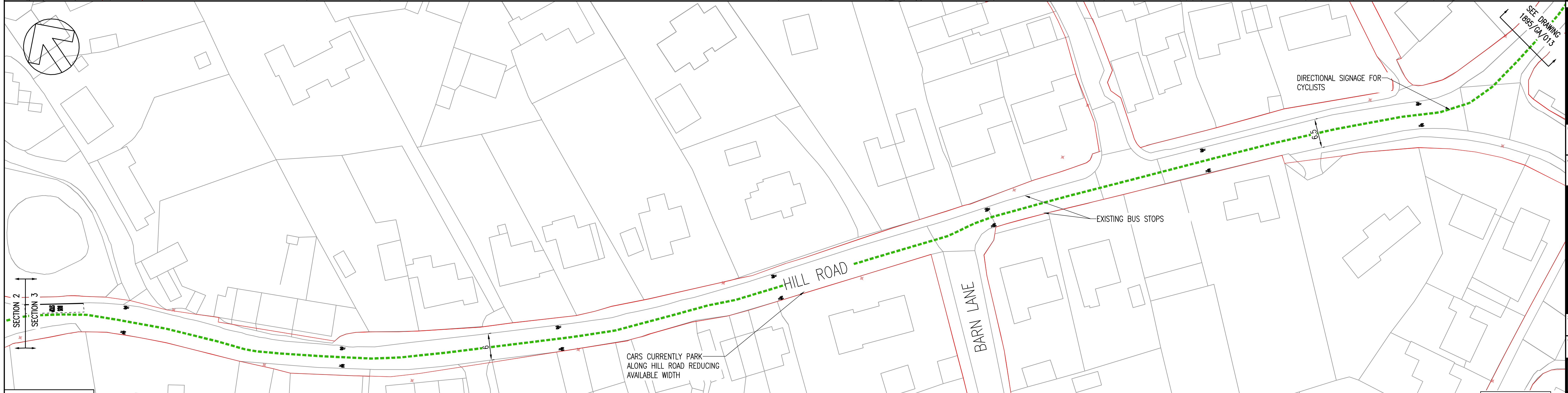


ROUTE TO BASINGSTOKE TOWN CENTRE BE SIGNED FROM JUNCTION WITH ANDOVER ROAD

CARS CURRENTLY PARK ALONG RECTORY ROAD REDUCING AVAILABLE WIDTH



SIGNAGE TO GUIDE CYCLISTS



DIRECTIONAL SIGNAGE FOR CYCLISTS

EXISTING BUS STOPS

CARS CURRENTLY PARK ALONG HILL ROAD REDUCING AVAILABLE WIDTH

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟩 - - -	ROUTE ALONG QUIET STREET INDICATED BY SIGNAGE AND MARKINGS.
🟥 ———	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 1 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-012	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/012	REV: B

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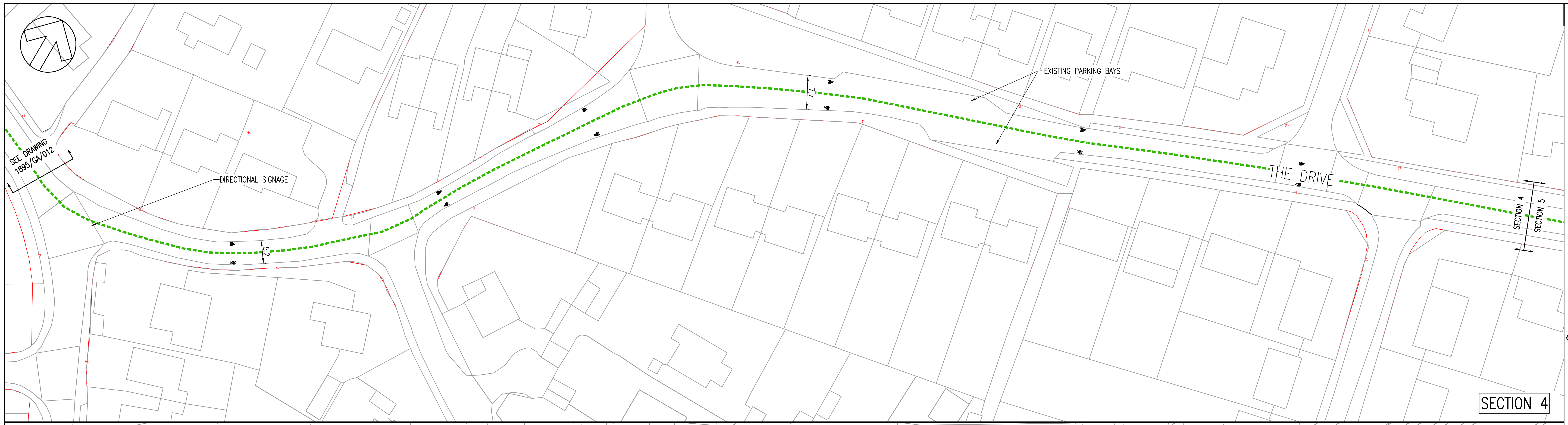
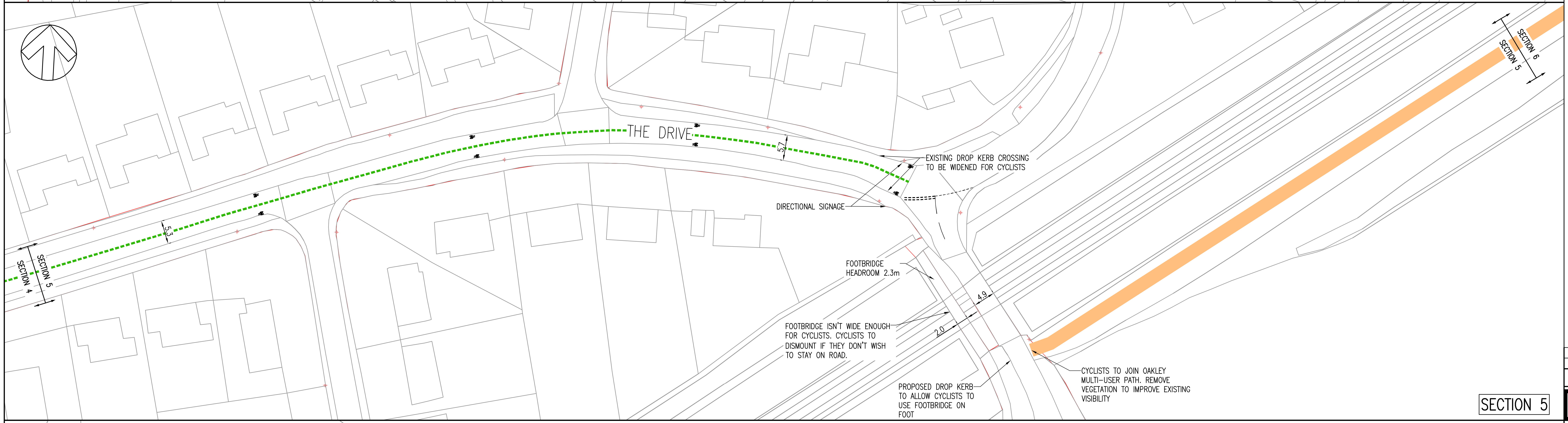
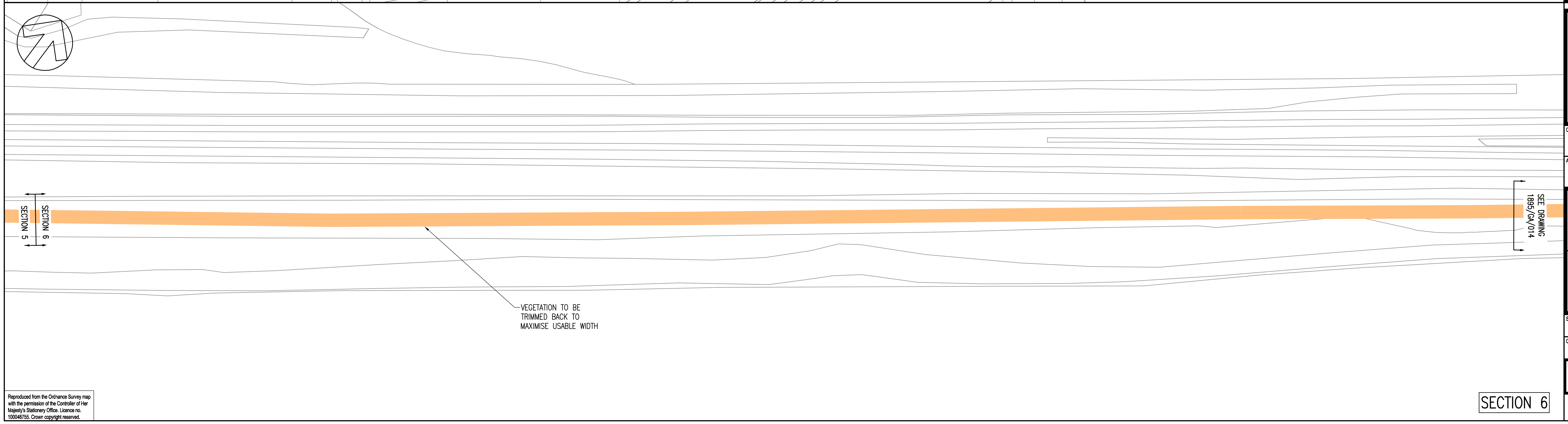

SEE DRAWING 1895/GA/012
DIRECTIONAL SIGNAGE
5.2
EXISTING PARKING BAYS
7.7
THE DRIVE
SECTION 4
SECTION 5

SECTION 4


THE DRIVE
5.3
5.1
SECTION 4
SECTION 5
SECTION 5
SECTION 6
EXISTING DROP KERB CROSSING TO BE WIDENED FOR CYCLISTS
DIRECTIONAL SIGNAGE
FOOTBRIDGE HEADROOM 2.3m
4.9
2.0
FOOTBRIDGE ISN'T WIDE ENOUGH FOR CYCLISTS. CYCLISTS TO DISMOUNT IF THEY DON'T WISH TO STAY ON ROAD.
PROPOSED DROP KERB TO ALLOW CYCLISTS TO USE FOOTBRIDGE ON FOOT
CYCLISTS TO JOIN OAKLEY MULTI-USER PATH. REMOVE VEGETATION TO IMPROVE EXISTING VISIBILITY

SECTION 5


SECTION 5
SECTION 6
SEE DRAWING 1895/GA/014
VEGETATION TO BE TRIMMED BACK TO MAXIMISE USABLE WIDTH

SECTION 6

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. NOT ALL ROAD MARKINGS SHOWN.
5. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟧	EXISTING OAKLEY TO BASINGSTOKE MULTI-USER ROUTE. PERMISSIVE PATH FOR CYCLISTS
- - - -	ROUTE ALONG QUIET STREET INDICATED BY SIGNAGE AND MARKINGS.
──	HIGHWAY BOUNDARY (INTEPRETED FROM HCC RECORDS)
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED ALONG ROUTE

REV	DATE	BY	DESCRIPTION	CHK	APD
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 2 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-013	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/013	REV: B

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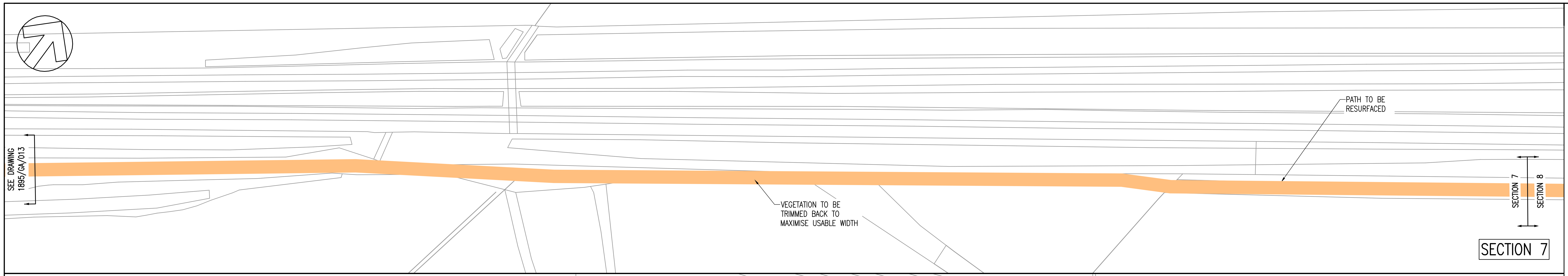
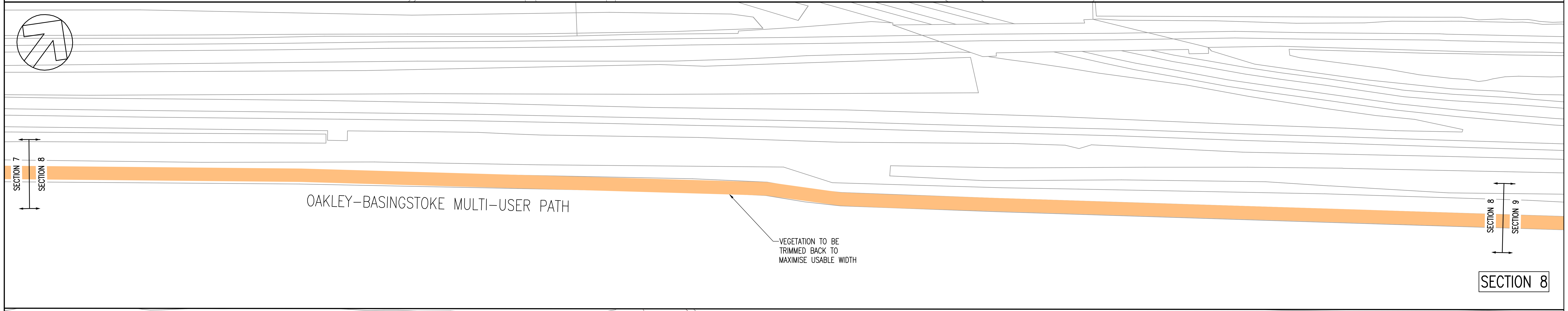
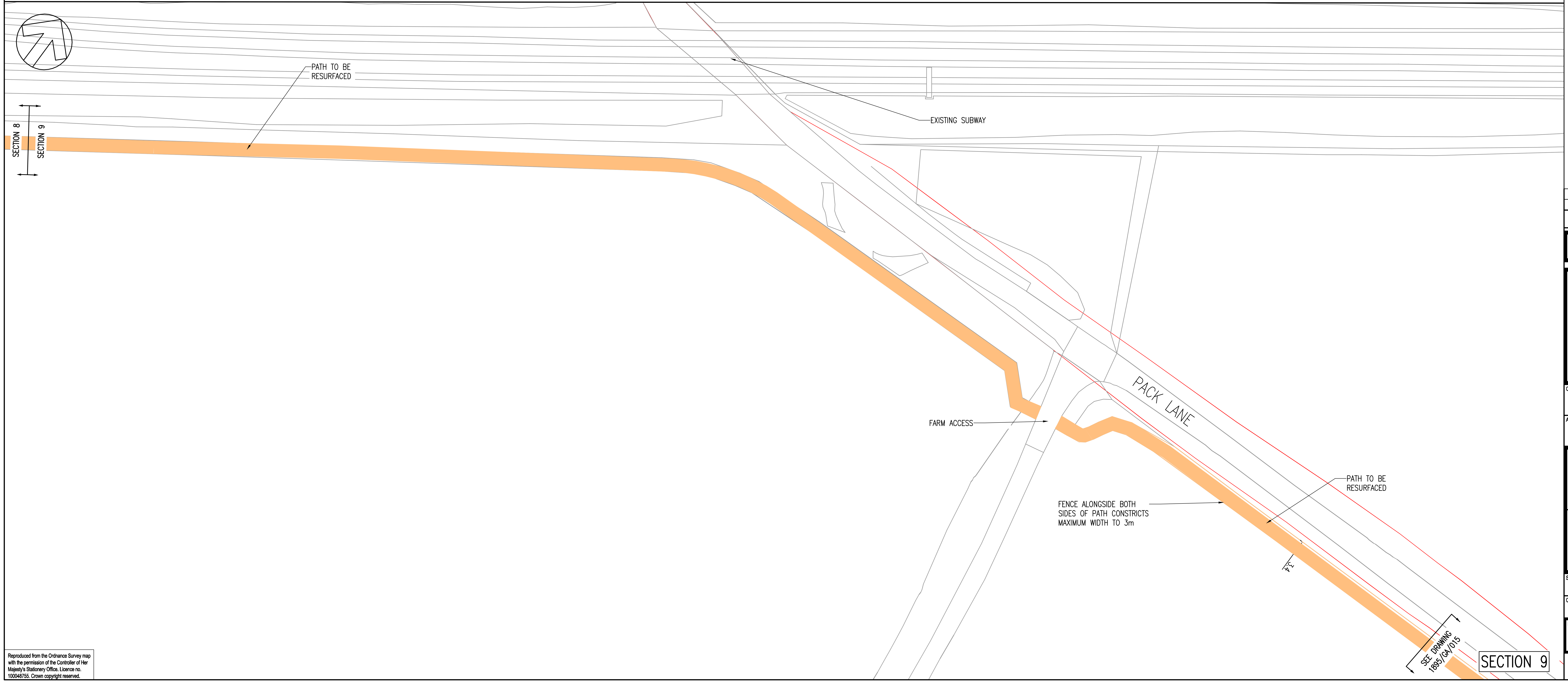

SEE DRAWING 1895/GA/013
PATH TO BE RESURFACED
VEGETATION TO BE TRIMMED BACK TO MAXIMISE USABLE WIDTH
SECTION 7
SECTION 8

SECTION 7


SECTION 7
SECTION 8
OAKLEY–BASINGSTOKE MULTI–USER PATH
VEGETATION TO BE TRIMMED BACK TO MAXIMISE USABLE WIDTH
SECTION 8
SECTION 9

SECTION 8


SECTION 8
SECTION 9
PATH TO BE RESURFACED
EXISTING SUBWAY
PACK LANE
FARM ACCESS
FENCE ALONGSIDE BOTH SIDES OF PATH CONSTRICTS MAXIMUM WIDTH TO 3m
PATH TO BE RESURFACED
3.4
SEE DRAWING 1895/GA/015

SECTION 9

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

▬	EXISTING OAKLEY TO BASINGSTOKE MULTI–USER ROUTE. PERMISSIVE PATH FOR CYCLISTS
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING

REV	DATE	BY	DESCRIPTION	CHK	APD
B	21/12/2016	ESM	UPDATED FOLLOWING RSA COMMENTS	HL	LB
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 3 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-014	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/014	REV: B

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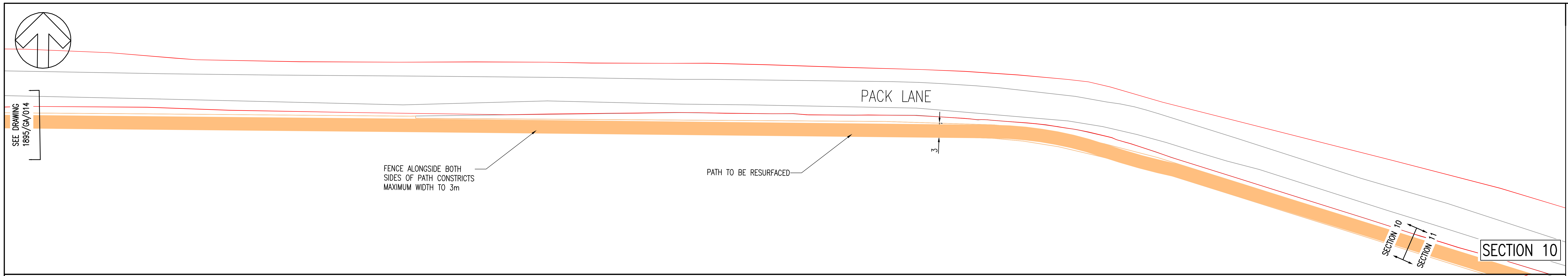
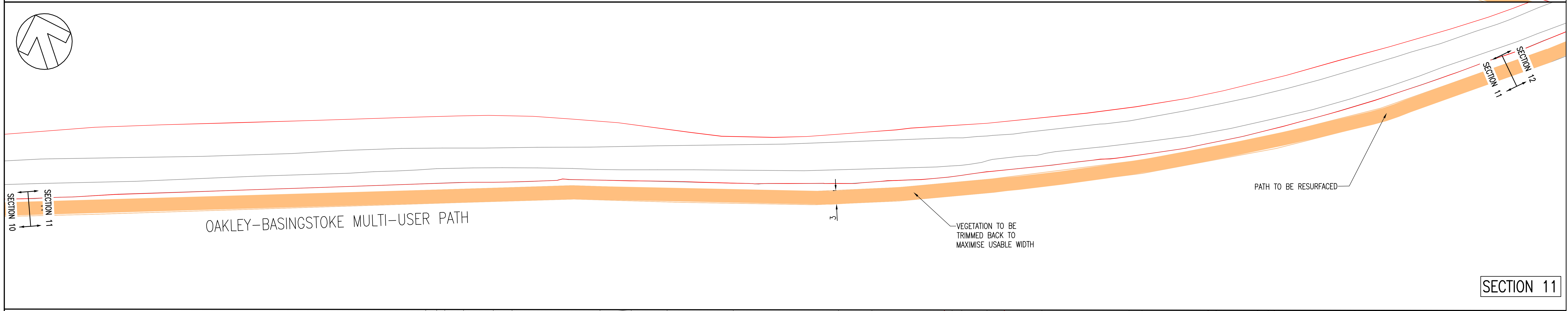
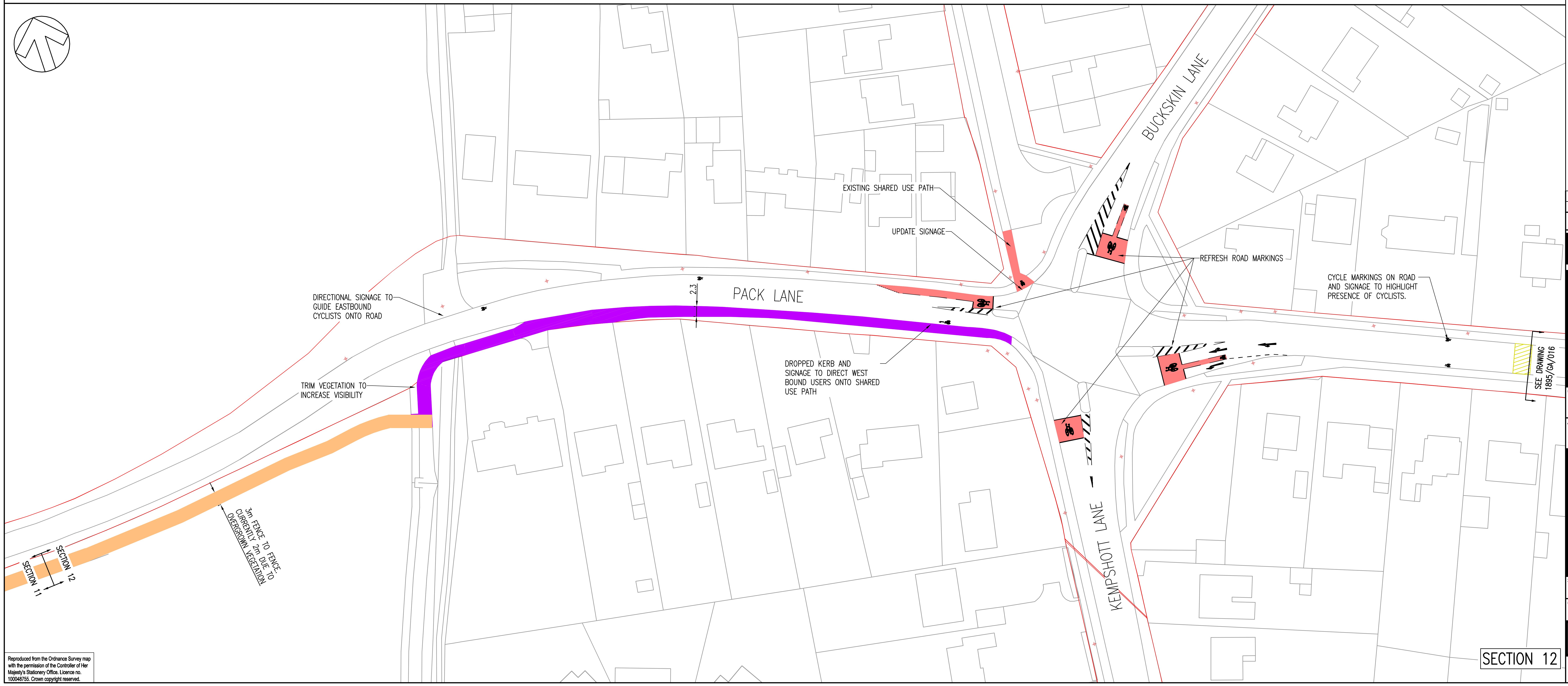

SEE DRAWING 1895/GA/014
PACK LANE
FENCE ALONGSIDE BOTH SIDES OF PATH CONSTRICTS MAXIMUM WIDTH TO 3m
PATH TO BE RESURFACED
3
SECTION 10
SECTION 11

SECTION 10


SECTION 10
SECTION 11
OAKLEY–BASINGSTOKE MULTI–USER PATH
3
VEGETATION TO BE TRIMMED BACK TO MAXIMISE USABLE WIDTH
PATH TO BE RESURFACED
SECTION 11
SECTION 12

SECTION 11


SECTION 11
SECTION 12
3m FENCE TO FENCE. CURRENTLY 2m DUE TO OVERGROWN VEGETATION
TRIM VEGETATION TO INCREASE VISIBILITY
DIRECTIONAL SIGNAGE TO GUIDE EASTBOUND CYCLISTS ONTO ROAD
2.3
PACK LANE
DROPPED KERB AND SIGNAGE TO DIRECT WEST BOUND USERS ONTO SHARED USE PATH
EXISTING SHARED USE PATH
UPDATE SIGNAGE
BUCKSKIN LANE
REFRESH ROAD MARKINGS
CYCLE MARKINGS ON ROAD AND SIGNAGE TO HIGHLIGHT PRESENCE OF CYCLISTS.
KEMPSHOTT LANE
SEE DRAWING 1895/GA/016

SECTION 12

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟧	EXISTING OAKLEY TO BASINGSTOKE MULTI–USER ROUTE. PERMISSIVE PATH FOR CYCLISTS
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
*	STREET LIGHTING
Town centre 8 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
B	21/12/2016	ESM	UPDATED FOLLOWING RSA COMMENTS	HL	LB
A	25/10/2016	ESM	FIRST ISSUE	HL	LB

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CLIENT:
BASINGSTOKE & DEANE BOROUGH COUNCIL

ARCHITECT:
-

PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 4 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-015	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/015	REV: B

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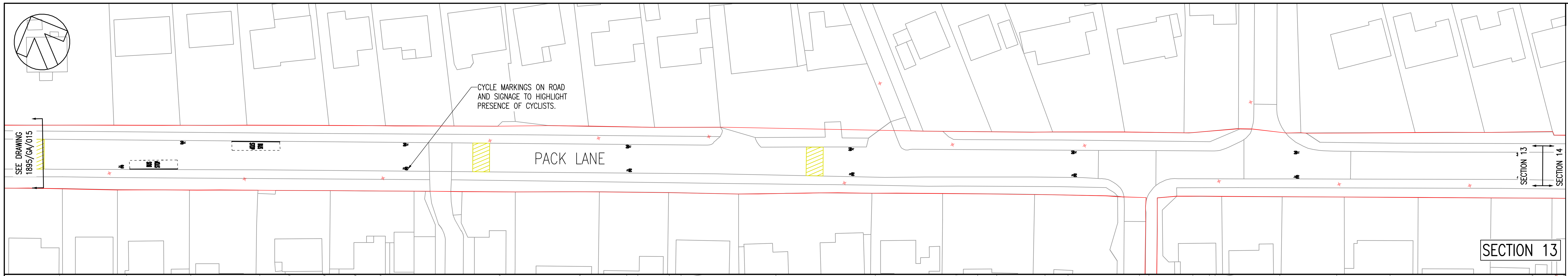
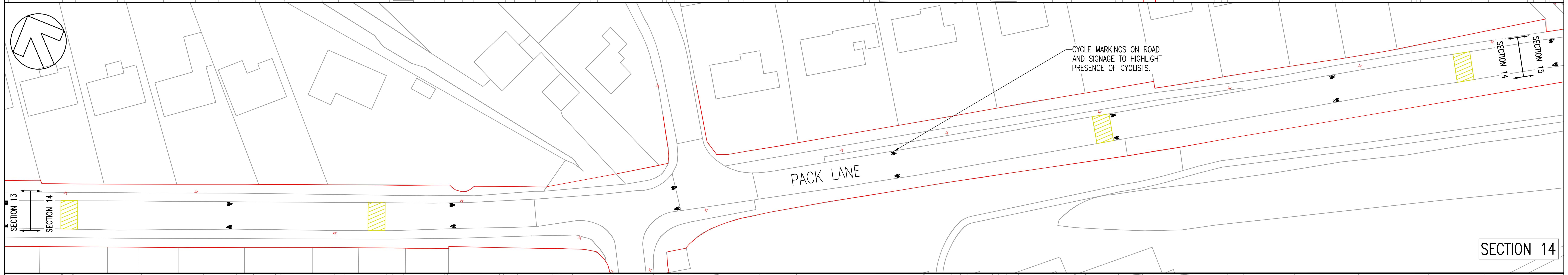
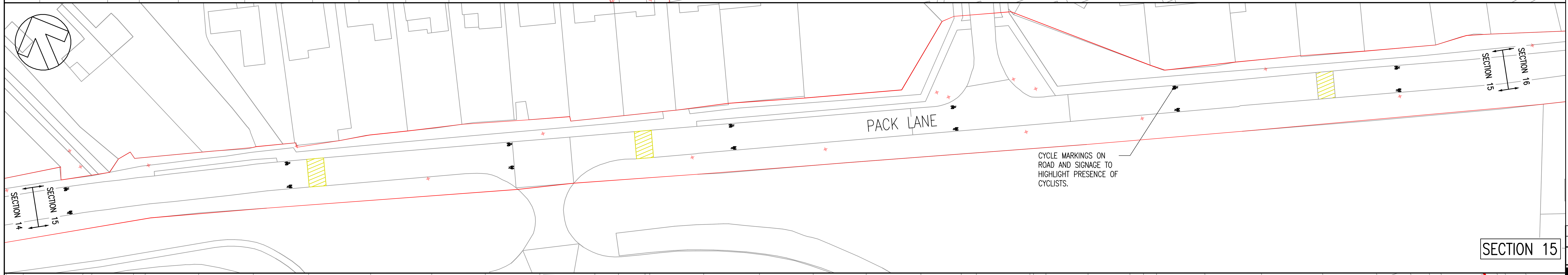

SEE DRAWING 1895/GA/015
CYCLE MARKINGS ON ROAD AND SIGNAGE TO HIGHLIGHT PRESENCE OF CYCLISTS.
PACK LANE
SECTION 13
SECTION 14

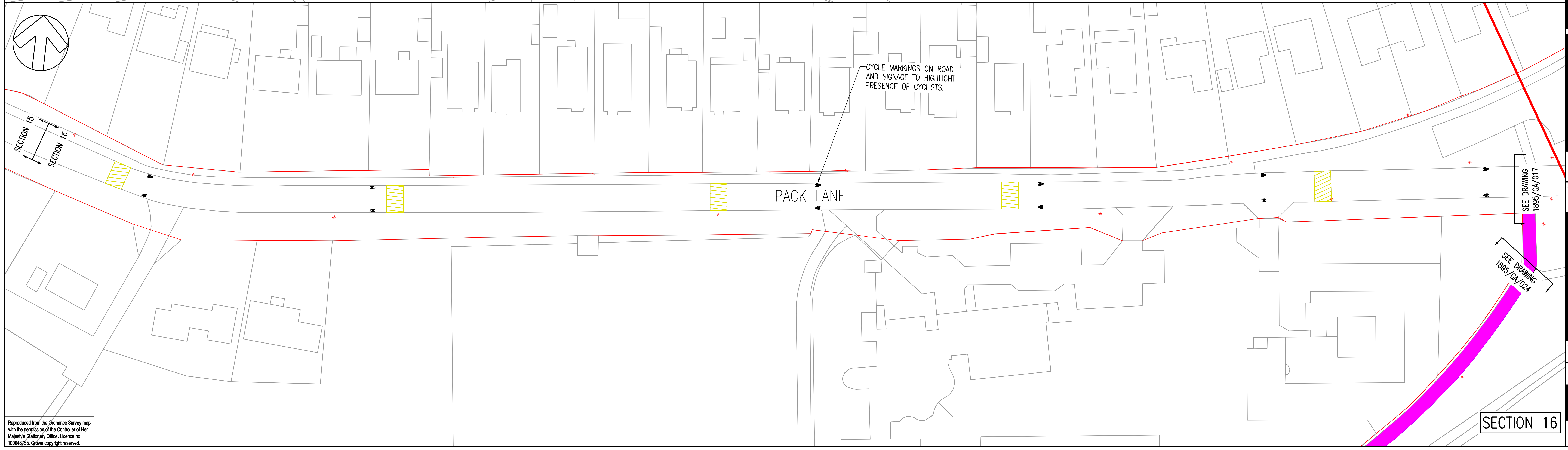
SECTION 13


SECTION 13
SECTION 14
PACK LANE
CYCLE MARKINGS ON ROAD AND SIGNAGE TO HIGHLIGHT PRESENCE OF CYCLISTS.
SECTION 14
SECTION 15

SECTION 14


SECTION 14
SECTION 15
PACK LANE
CYCLE MARKINGS ON ROAD AND SIGNAGE TO HIGHLIGHT PRESENCE OF CYCLISTS.
SECTION 15
SECTION 16

SECTION 15


SECTION 15
SECTION 16
CYCLE MARKINGS ON ROAD AND SIGNAGE TO HIGHLIGHT PRESENCE OF CYCLISTS.
PACK LANE
SEE DRAWING 1895/GA/017
SEE DRAWING 1895/GA/024

SECTION 16

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2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

▬	PROPOSED SHARED USE PATH
▨	SPEED CUSHIONS
—	HIGHWAY BOUNDARY
*	STREET LIGHTING

REV	DATE	BY	DESCRIPTION	CHK	APD
B	21/12/2016	ESM	UPDATED FOLLOWING RSA COMMENTS	HL	LB
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BASINGSTOKE & DEANE BOROUGH COUNCIL

ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 5 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-016	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/016	REV: B

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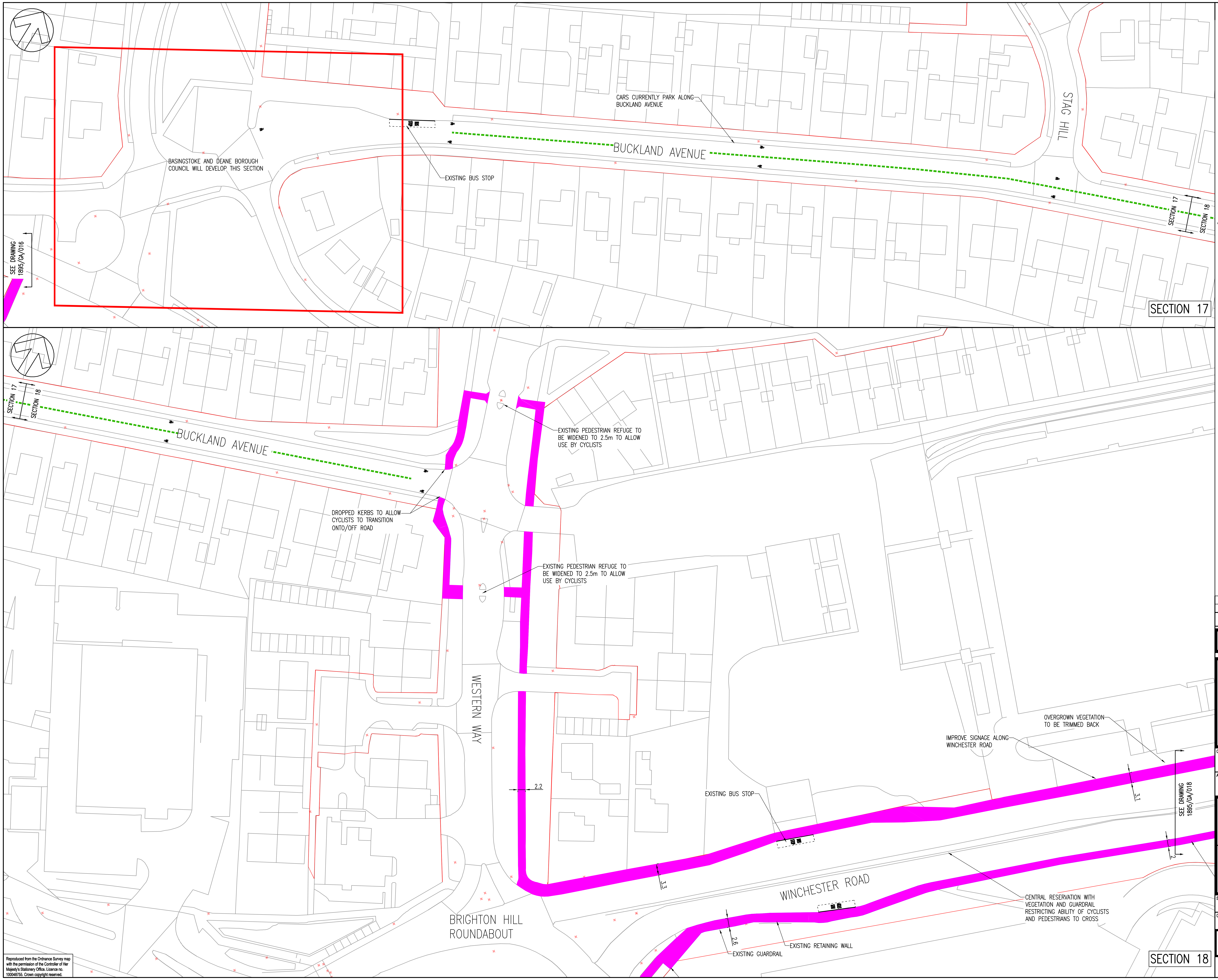
BUCKLAND AVENUE
STAG HILL
CARS CURRENTLY PARK ALONG BUCKLAND AVENUE
BASINGSTOKE AND DEANE BOROUGH COUNCIL WILL DEVELOP THIS SECTION
EXISTING BUS STOP
SEE DRAWING 1895/GA/016
SECTION 17
SECTION 18
SECTION 17
EXISTING PEDESTRIAN REFUGE TO BE WIDENED TO 2.5m TO ALLOW USE BY CYCLISTS
DROPPED KERBS TO ALLOW CYCLISTS TO TRANSITION ONTO/OFF ROAD
EXISTING PEDESTRIAN REFUGE TO BE WIDENED TO 2.5m TO ALLOW USE BY CYCLISTS
WESTERN WAY
2.2
OVERGROWN VEGETATION TO BE TRIMMED BACK
IMPROVE SIGNAGE ALONG WINCHESTER ROAD
EXISTING BUS STOP
3.1
SEE DRAWING 1895/GA/018
2
3.3
WINCHESTER ROAD
CENTRAL RESERVATION WITH VEGETATION AND GUARDRAIL RESTRICTING ABILITY OF CYCLISTS AND PEDESTRIANS TO CROSS
2.6
EXISTING RETAINING WALL
EXISTING GUARDRAIL
BRIGHTON HILL ROUNDABOUT
SECTION 18

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DO NOT SCALE

NOTES:

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟪	PROPOSED SHARED USE PATH
- - -	PROPOSED ON ROAD CYCLE LANE. QUIET STREET
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 6 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-017	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/017	REV: B

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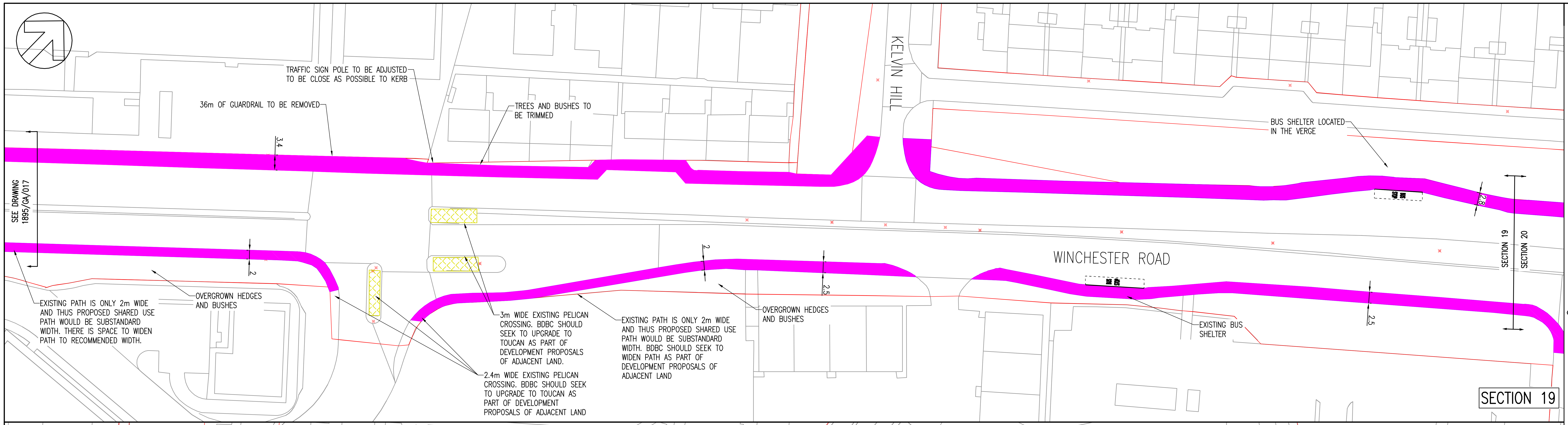
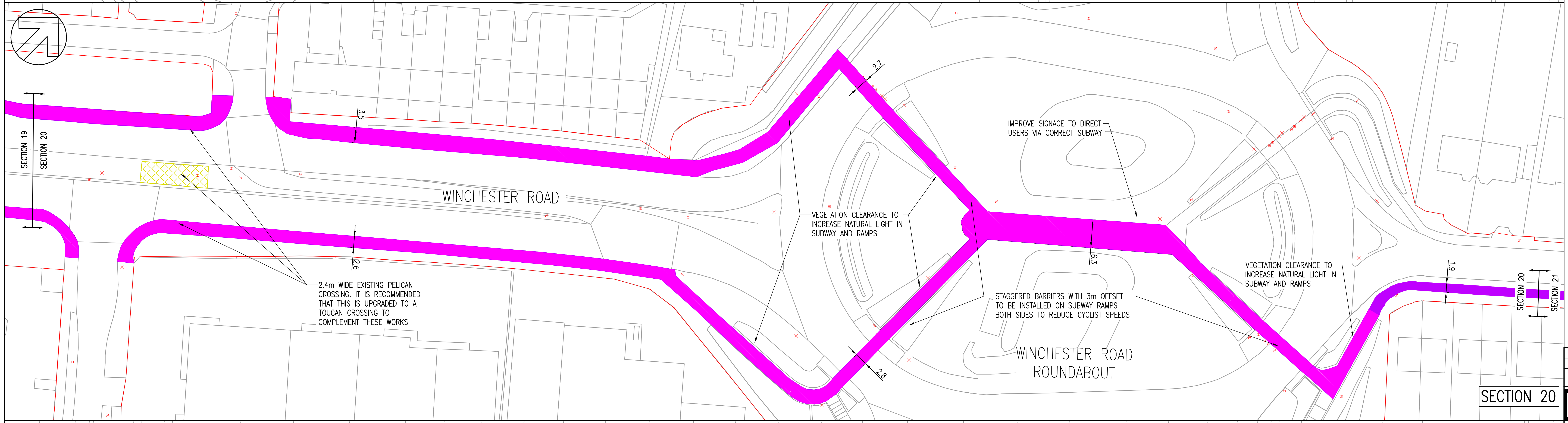
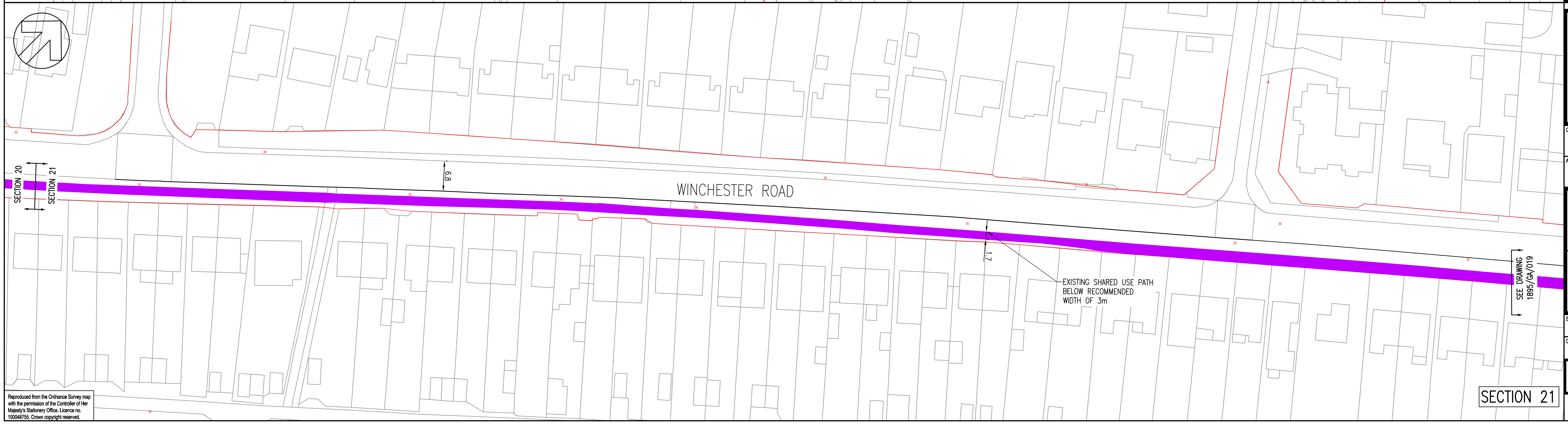

TRAFFIC SIGN POLE TO BE ADJUSTED TO BE CLOSE AS POSSIBLE TO KERB
36m OF GUARDRAIL TO BE REMOVED
TREES AND BUSHES TO BE TRIMMED
KELVIN HILL
BUS SHELTER LOCATED IN THE VERGE
3.4
SEE DRAWING 1895/GA/017
2
EXISTING PATH IS ONLY 2m WIDE AND THUS PROPOSED SHARED USE PATH WOULD BE SUBSTANDARD WIDTH. THERE IS SPACE TO WIDEN PATH TO RECOMMENDED WIDTH.
OVERGROWN HEDGES AND BUSHES
3m WIDE EXISTING PELICAN CROSSING. BDBC SHOULD SEEK TO UPGRADE TO TOUCAN AS PART OF DEVELOPMENT PROPOSALS OF ADJACENT LAND.
2.4m WIDE EXISTING PELICAN CROSSING. BDBC SHOULD SEEK TO UPGRADE TO TOUCAN AS PART OF DEVELOPMENT PROPOSALS OF ADJACENT LAND
EXISTING PATH IS ONLY 2m WIDE AND THUS PROPOSED SHARED USE PATH WOULD BE SUBSTANDARD WIDTH. BDBC SHOULD SEEK TO WIDEN PATH AS PART OF DEVELOPMENT PROPOSALS OF ADJACENT LAND
2
2.5
OVERGROWN HEDGES AND BUSHES
WINCHESTER ROAD
EXISTING BUS SHELTER
2.5
2.8
SECTION 19
SECTION 20
SECTION 19


SECTION 19
SECTION 20
3.5
WINCHESTER ROAD
2.6
2.4m WIDE EXISTING PELICAN CROSSING. IT IS RECOMMENDED THAT THIS IS UPGRADED TO A TOUCAN CROSSING TO COMPLEMENT THESE WORKS
2.7
IMPROVE SIGNAGE TO DIRECT USERS VIA CORRECT SUBWAY
VEGETATION CLEARANCE TO INCREASE NATURAL LIGHT IN SUBWAY AND RAMPS
6.3
STAGGERED BARRIERS WITH 3m OFFSET TO BE INSTALLED ON SUBWAY RAMPS BOTH SIDES TO REDUCE CYCLIST SPEEDS
WINCHESTER ROAD ROUNDABOUT
2.8
VEGETATION CLEARANCE TO INCREASE NATURAL LIGHT IN SUBWAY AND RAMPS
1.9
SECTION 20
SECTION 21
SECTION 20


SECTION 20
SECTION 21
6.8
WINCHESTER ROAD
1.7
EXISTING SHARED USE PATH BELOW RECOMMENDED WIDTH OF 3m
SEE DRAWING 1895/GA/019
SECTION 21

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NOTES:

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2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

▬	PROPOSED SHARED USE PATH
▬	EXISTING SHARED USE PATH
▨	EXISTING PELICAN CROSSING
—	HIGHWAY BOUNDARY
✕	STREET LIGHTING
Town centre 5mins 30minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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A	25/10/2016	ESM	FIRST ISSUE	HL	LB

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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 7 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-018	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/018	REV: B

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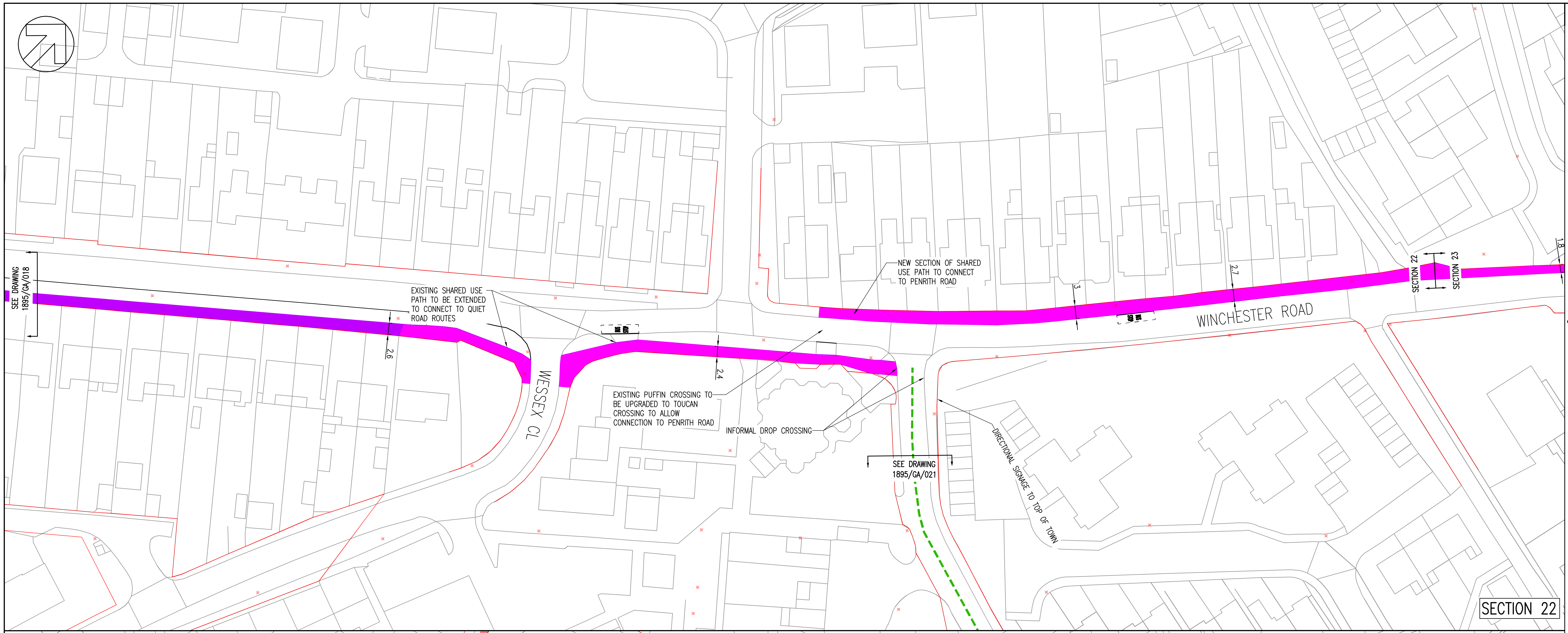
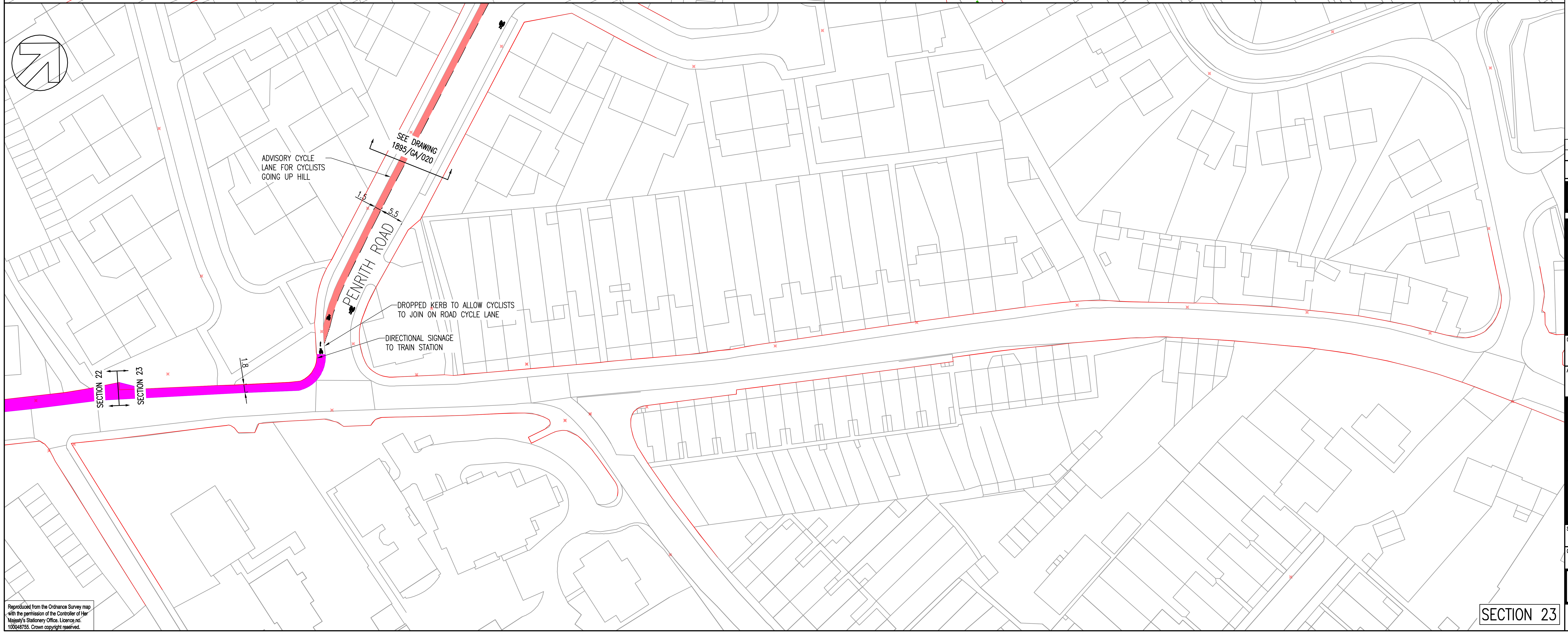

SEE DRAWING 1895/GA/018
2.6
EXISTING SHARED USE PATH TO BE EXTENDED TO CONNECT TO QUIET ROAD ROUTES
WESSEX CL
2.4
EXISTING PUFFIN CROSSING TO BE UPGRADED TO TOUCAN CROSSING TO ALLOW CONNECTION TO PENRITH ROAD
INFORMAL DROP CROSSING
NEW SECTION OF SHARED USE PATH TO CONNECT TO PENRITH ROAD
SEE DRAWING 1895/GA/021
DIRECTIONAL SIGNAGE TO TOP OF TOWN
3
2.7
WINCHESTER ROAD
SECTION 22
SECTION 23
1.8

SECTION 22


SEE DRAWING 1895/GA/020
ADVISORY CYCLE LANE FOR CYCLISTS GOING UP HILL
1.5
5.5
PENRITH ROAD
DROPPED KERB TO ALLOW CYCLISTS TO JOIN ON ROAD CYCLE LANE
DIRECTIONAL SIGNAGE TO TRAIN STATION
1.8
SECTION 22
SECTION 23

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SECTION 23

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟪	EXISTING SHARED USE PATH
🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
- - - -	ROUTE ALONG QUIET STREET INDICATED BY SIGNAGE AND MARKINGS.
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 8 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-019	DESIGN-DRAWN: ESM	DATE: October 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/019	REV: B

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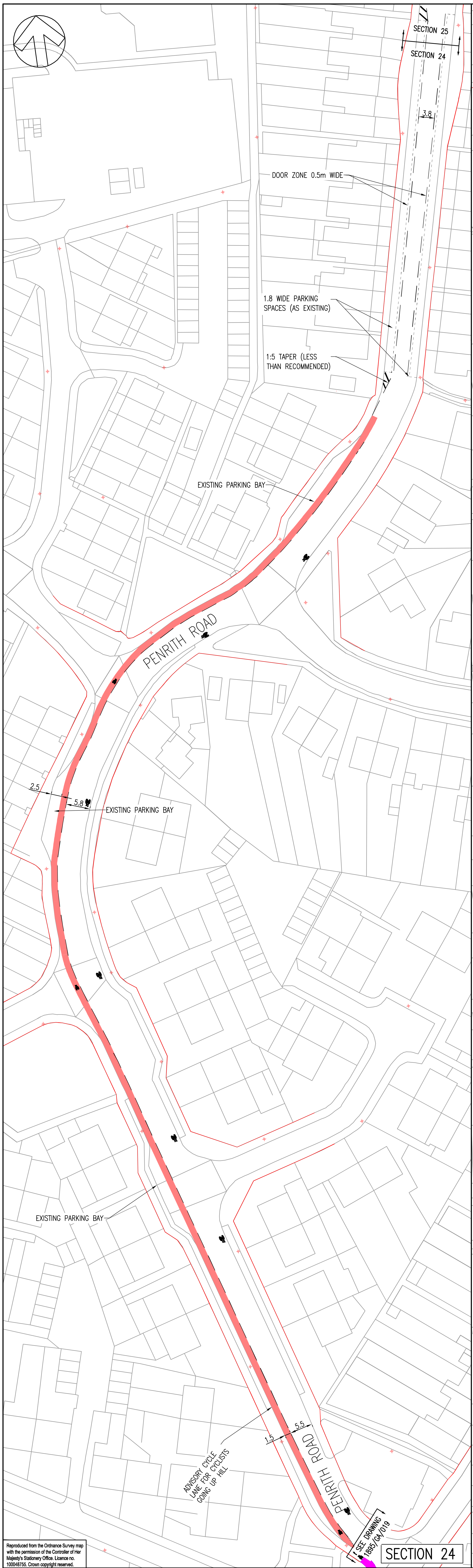
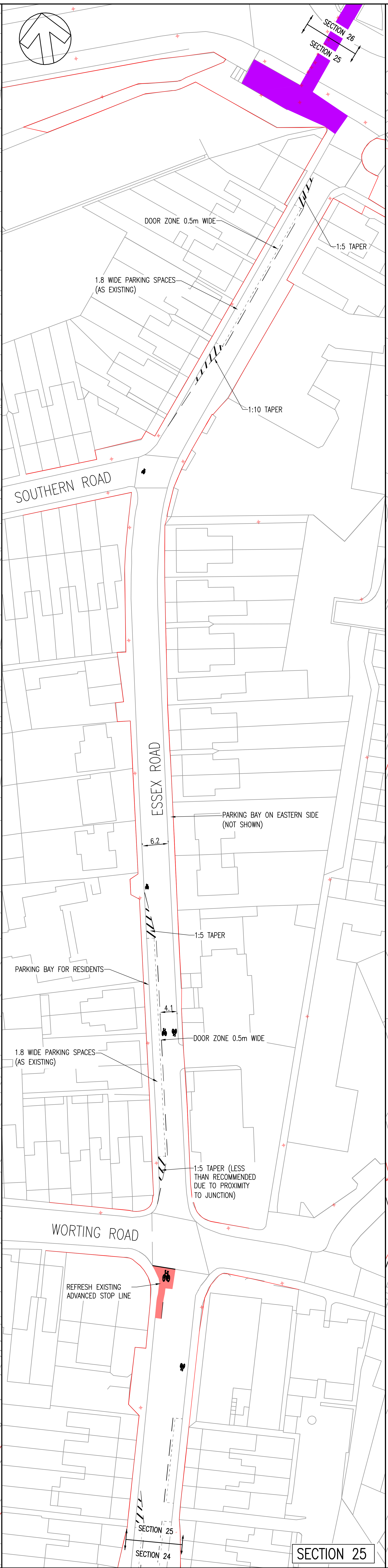
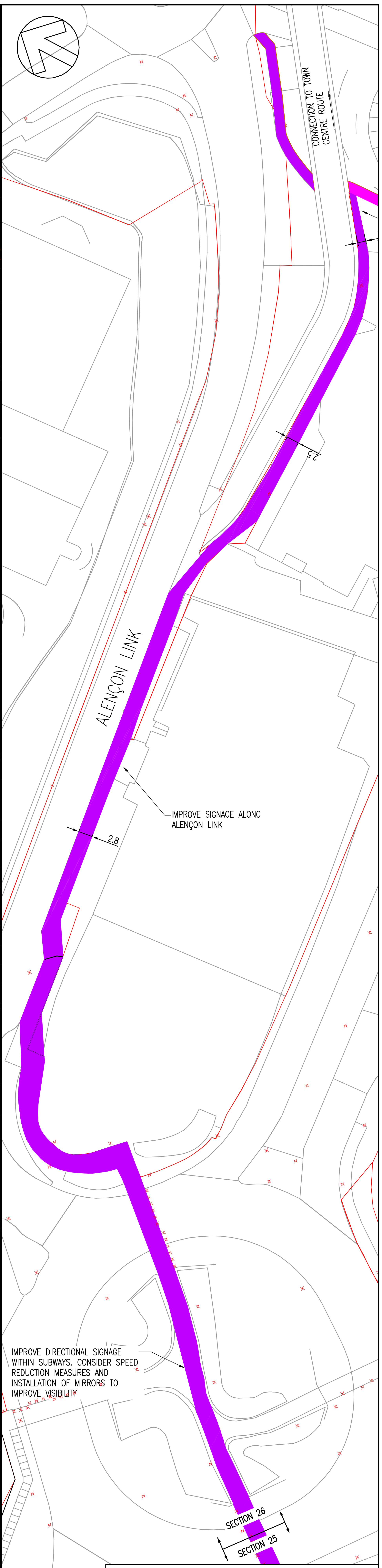

SECTION 25
SECTION 24
3.8
DOOR ZONE 0.5m WIDE
1.8 WIDE PARKING SPACES (AS EXISTING)
1:5 TAPER (LESS THAN RECOMMENDED)
EXISTING PARKING BAY
PENRITH ROAD
2.5
5.8
EXISTING PARKING BAY
EXISTING PARKING BAY
ADVISORY CYCLE LANE FOR CYCLISTS GOING UP HILL
1.5
5.5
PENRITH ROAD
SEE DRAWING 1895/GA/019

SECTION 24


SECTION 26
SECTION 25
DOOR ZONE 0.5m WIDE
1:5 TAPER
1.8 WIDE PARKING SPACES (AS EXISTING)
1:10 TAPER
SOUTHERN ROAD
ESSEX ROAD
PARKING BAY ON EASTERN SIDE (NOT SHOWN)
6.2
1:5 TAPER
PARKING BAY FOR RESIDENTS
4.1
DOOR ZONE 0.5m WIDE
1.8 WIDE PARKING SPACES (AS EXISTING)
1:5 TAPER (LESS THAN RECOMMENDED DUE TO PROXIMITY TO JUNCTION)
WORTING ROAD
REFRESH EXISTING ADVANCED STOP LINE
SECTION 25
SECTION 24

SECTION 25


CONNECTION TO TOWN CENTRE ROUTE
2.5
ALENÇON LINK
IMPROVE SIGNAGE ALONG ALENÇON LINK
2.8
IMPROVE DIRECTIONAL SIGNAGE WITHIN SUBWAYS. CONSIDER SPEED REDUCTION MEASURES AND INSTALLATION OF MIRRORS TO IMPROVE VISIBILITY
SECTION 26
SECTION 25

SECTION 26

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥 PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪 EXISTING SHARED USE PATH
🟪 PROPOSED SHARED USE PATH
— HIGHWAY BOUNDARY
⌖ STREET LIGHTING
Town centre 5 miles 30 minutes INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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B	21/12/2016	ESM	UPDATED FOLLOWING RSA COMMENTS	HL	LB
A	25/10/2016	ESM	FIRST ISSUE	HL	LB

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CLIENT:
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 9 OF 13)

SCALE @ A1:	CHECKED:	APPROVED:
1:500	HL	LB
CAD FILE:	DESIGN-DRAWN:	DATE:
1895-GA-020.DWG	ESM	December 16

PROJECT No:	DRAWING No:	REV:
70021895	1895/GA/020	B

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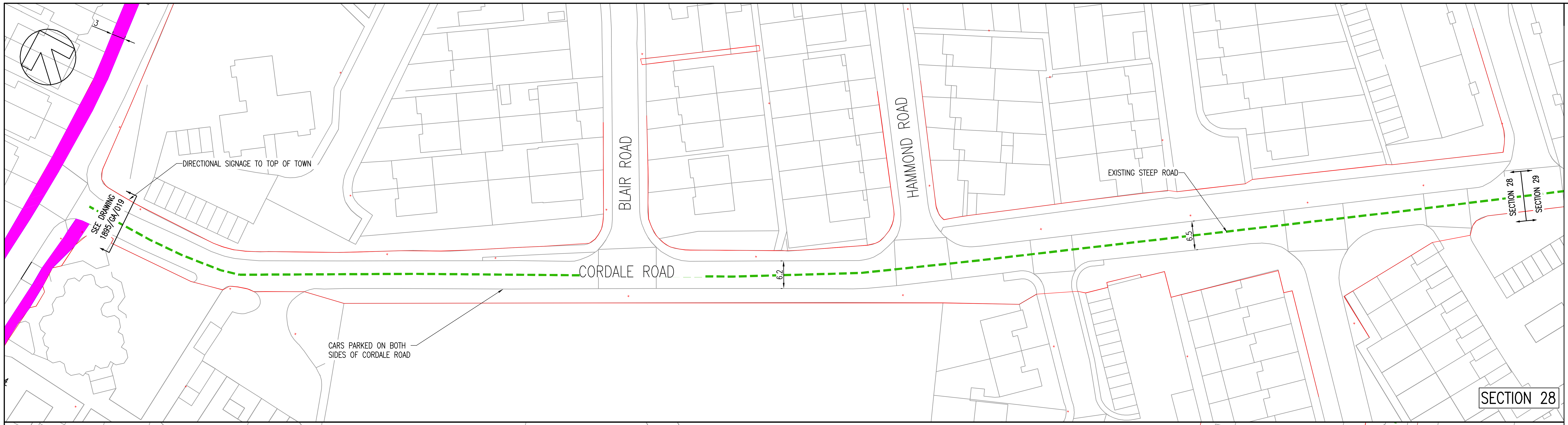
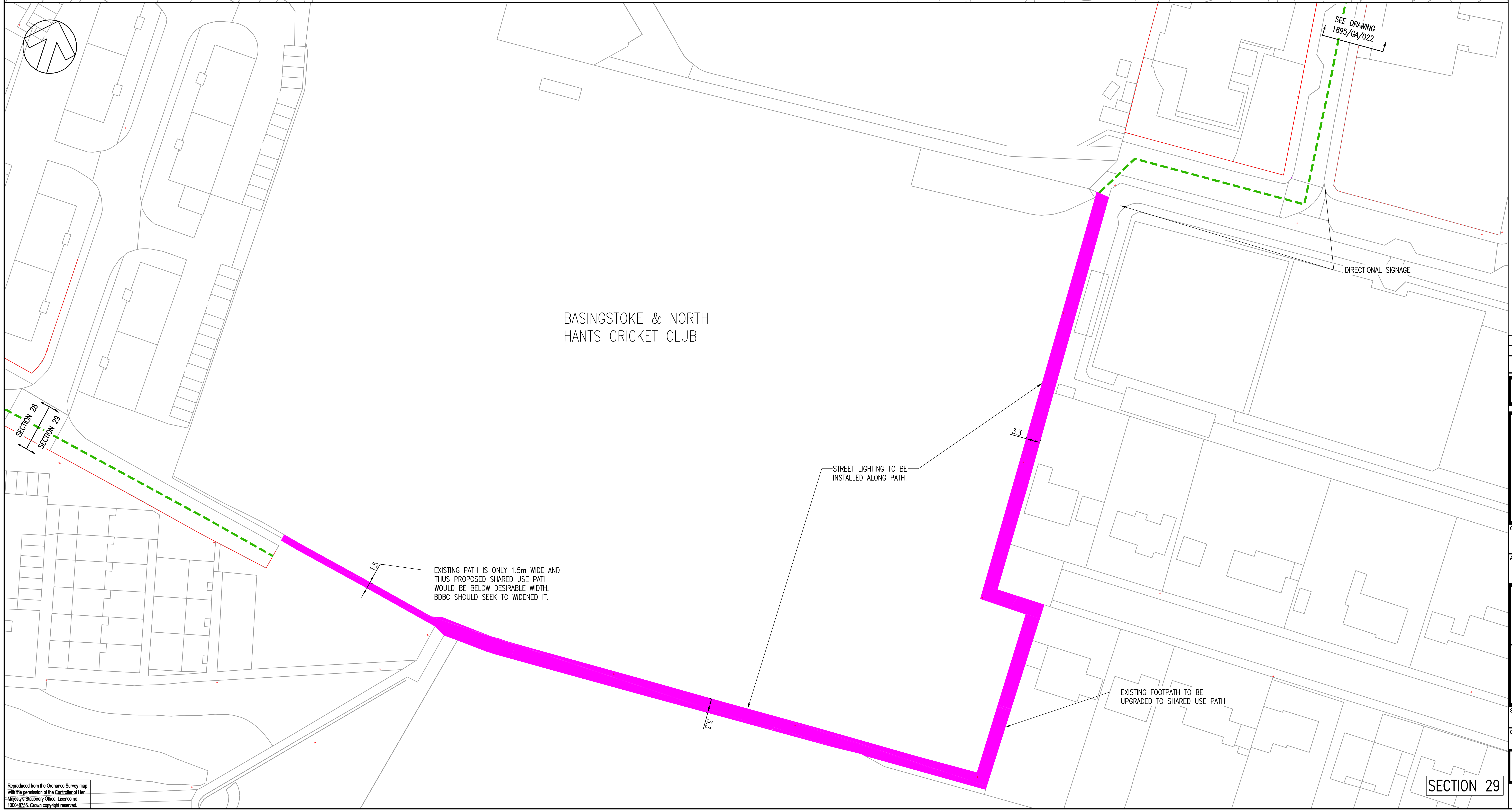

3
DIRECTIONAL SIGNAGE TO TOP OF TOWN
SEE DRAWING 1895/GA/019
BLAIR ROAD
HAMMOND ROAD
EXISTING STEEP ROAD
CORDALE ROAD
6.2
6.5
SECTION 28
SECTION 29
CARS PARKED ON BOTH SIDES OF CORDALE ROAD
SECTION 28


SEE DRAWING 1895/GA/022
DIRECTIONAL SIGNAGE
BASINGSTOKE & NORTH HANTS CRICKET CLUB
SECTION 28
SECTION 29
3.3
STREET LIGHTING TO BE INSTALLED ALONG PATH.
1.5
EXISTING PATH IS ONLY 1.5m WIDE AND THUS PROPOSED SHARED USE PATH WOULD BE BELOW DESIRABLE WIDTH. BDBC SHOULD SEEK TO WIDENED IT.
3.3
EXISTING FOOTPATH TO BE UPGRADED TO SHARED USE PATH
SECTION 29

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟪	PROPOSED SHARED USE PATH
- - - -	ROUTE ALONG QUIET STREET INDICATED BY SIGNAGE AND MARKINGS.
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 10 OF 11)

SCALE @ A1: 1:500
CHECKED: HL
APPROVED: LB
CAD FILE: 1895-GA-021
DESIGN-DRAWN: ESM
DATE: December 2016
PROJECT No: 70021895
DRAWING No: 1895/GA/021
REV: B

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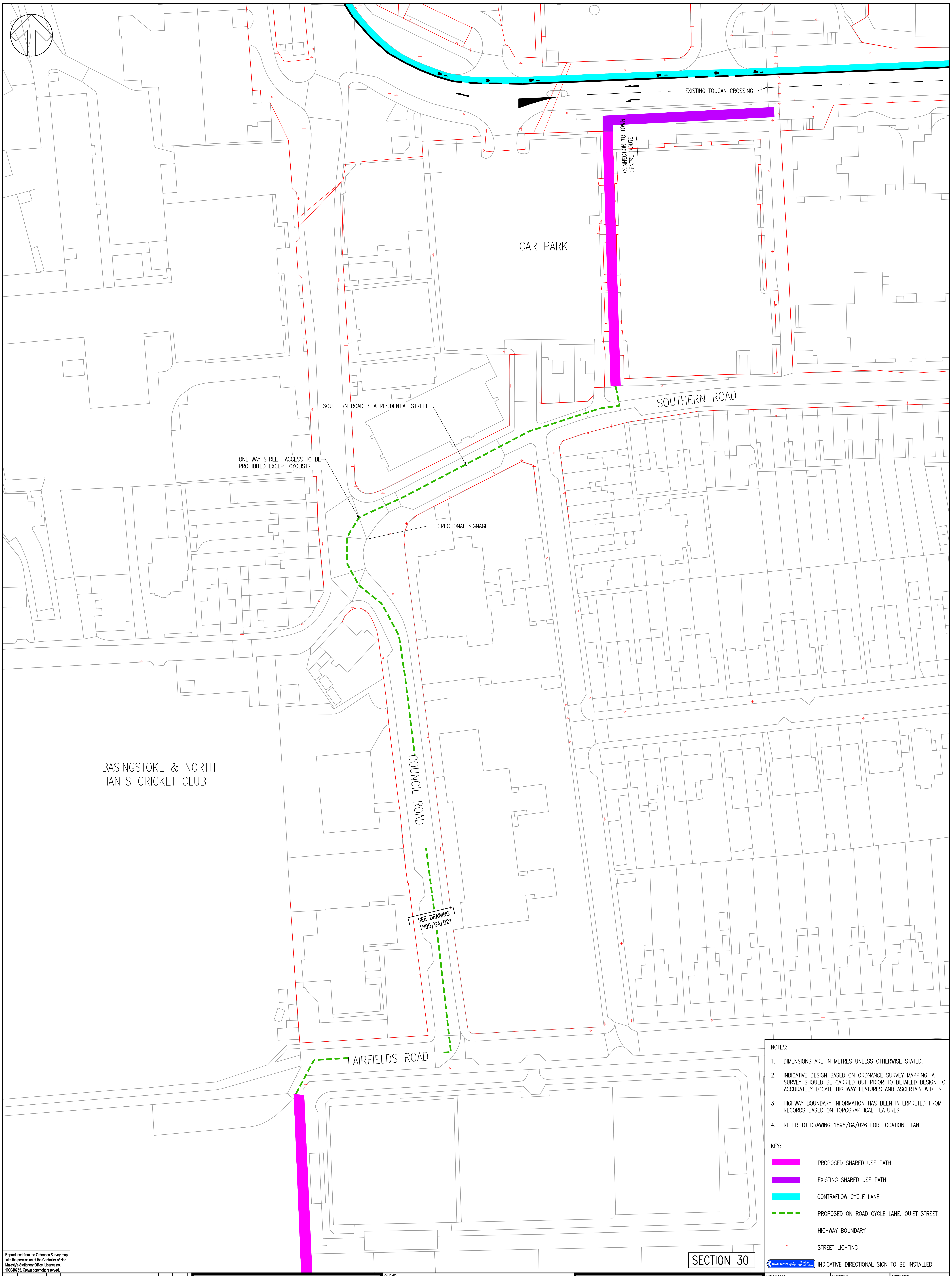
EXISTING TOUCAN CROSSING
CONNECTION TO TOWN CENTRE ROUTE
CAR PARK
SOUTHERN ROAD
SOUTHERN ROAD IS A RESIDENTIAL STREET
ONE WAY STREET. ACCESS TO BE PROHIBITED EXCEPT CYCLISTS
DIRECTIONAL SIGNAGE
BASINGSTOKE & NORTH HANTS CRICKET CLUB
COUNCIL ROAD
SEE DRAWING 1895/GA/021
FAIRFIELDS ROAD
SECTION 30

NOTES:

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

▬	PROPOSED SHARED USE PATH
▬	EXISTING SHARED USE PATH
▬	CONTRAFLOW CYCLE LANE
- - - -	PROPOSED ON ROAD CYCLE LANE. QUIET STREET
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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ARCHITECT:
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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 11 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-022.DWG	DESIGN-DRAWN: ESM	DATE: December 16
PROJECT No: 70021895	DRAWING No: 1895/GA/022	REV: B

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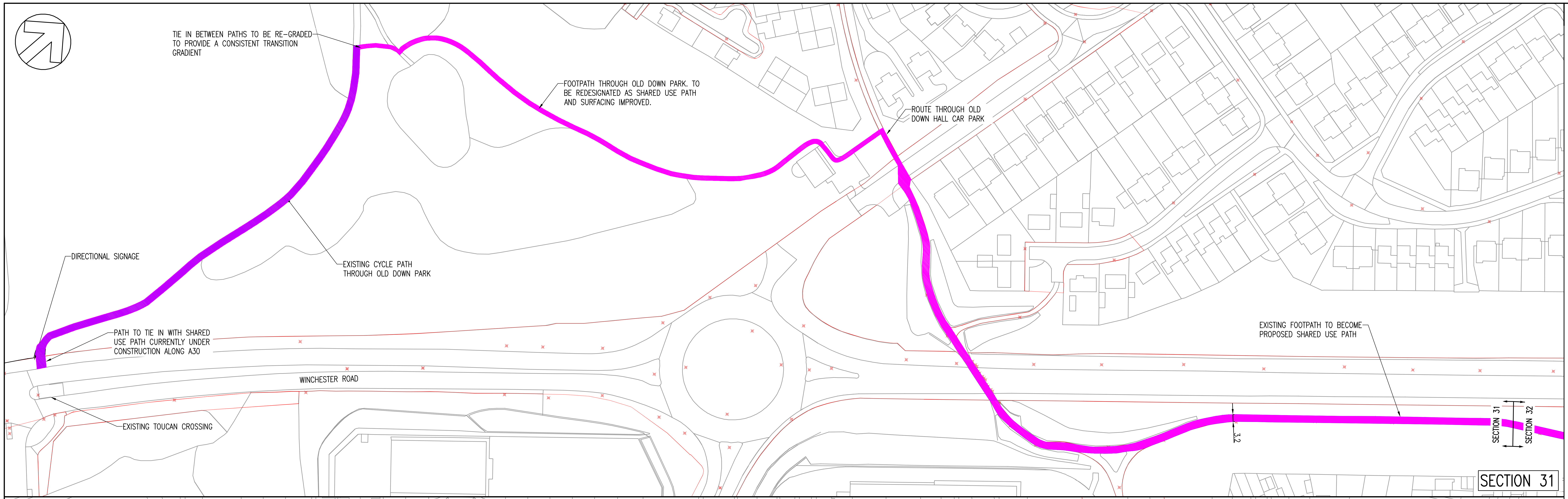
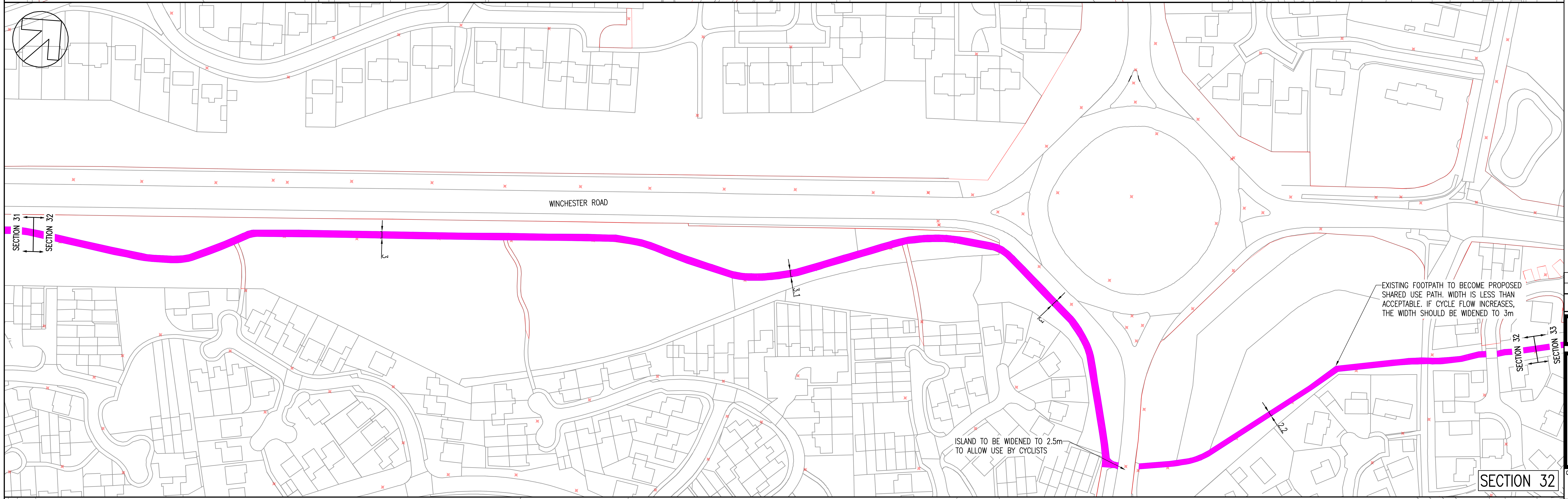
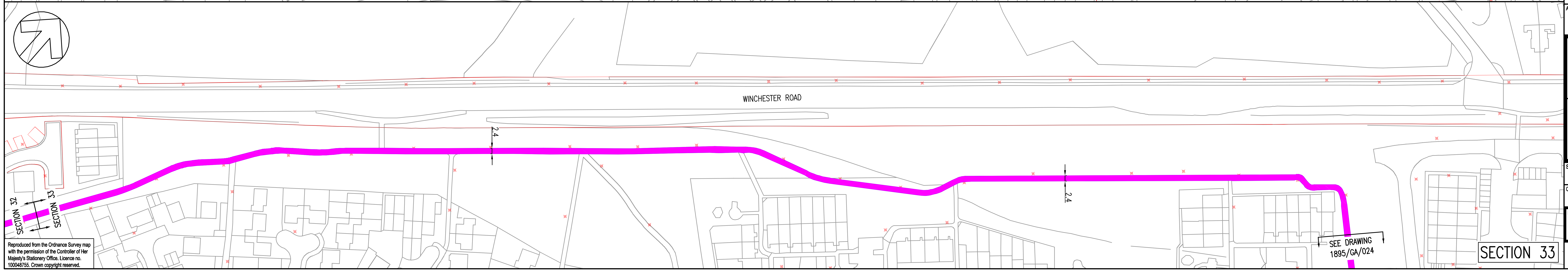

TIE IN BETWEEN PATHS TO BE RE-GRADED TO PROVIDE A CONSISTENT TRANSITION GRADIENT
FOOTPATH THROUGH OLD DOWN PARK. TO BE REDESIGNATED AS SHARED USE PATH AND SURFACING IMPROVED.
ROUTE THROUGH OLD DOWN HALL CAR PARK
DIRECTIONAL SIGNAGE
EXISTING CYCLE PATH THROUGH OLD DOWN PARK
PATH TO TIE IN WITH SHARED USE PATH CURRENTLY UNDER CONSTRUCTION ALONG A30
WINCHESTER ROAD
EXISTING TOUCAN CROSSING
EXISTING FOOTPATH TO BECOME PROPOSED SHARED USE PATH
3.2
SECTION 31
SECTION 32

SECTION 31


WINCHESTER ROAD
SECTION 31
SECTION 32
3
3.1
2
EXISTING FOOTPATH TO BECOME PROPOSED SHARED USE PATH. WIDTH IS LESS THAN ACCEPTABLE. IF CYCLE FLOW INCREASES, THE WIDTH SHOULD BE WIDENED TO 3m
ISLAND TO BE WIDENED TO 2.5m TO ALLOW USE BY CYCLISTS
2.2
SECTION 32
SECTION 33

SECTION 32


WINCHESTER ROAD
2.4
2.4
SECTION 32
SECTION 33
SEE DRAWING 1895/GA/024

SECTION 33

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DO NOT SCALE

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO 1895/GA/026 FOR LOCATION PLAN.

KEY:

▬	PROPOSED SHARED USE PATH
▬	EXISTING SHARED USE PATH
—	HIGHWAY BOUNDARY
⌖	STREET LIGHTING
Town centre 5 miles 30 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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PROJECT:
BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 12 OF 13)

SCALE @ A1: 1:1000	CHECKED: HL	APPROVED: LB
CAD FILE: 1895-GA-023	DESIGN-DRAWN: ESM	DATE: December 2016
PROJECT No: 70021895	DRAWING No: 1895/GA/023	REV: B

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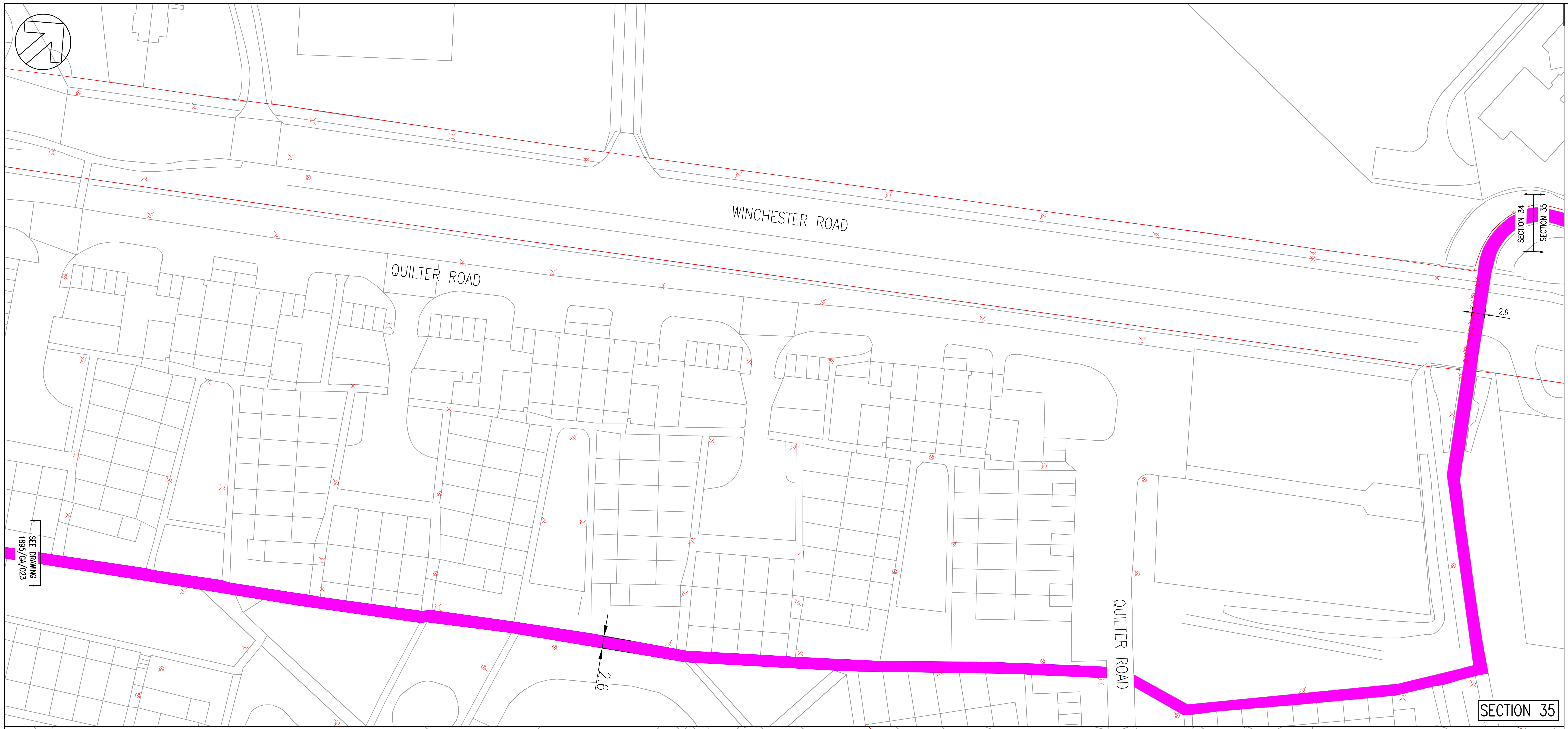
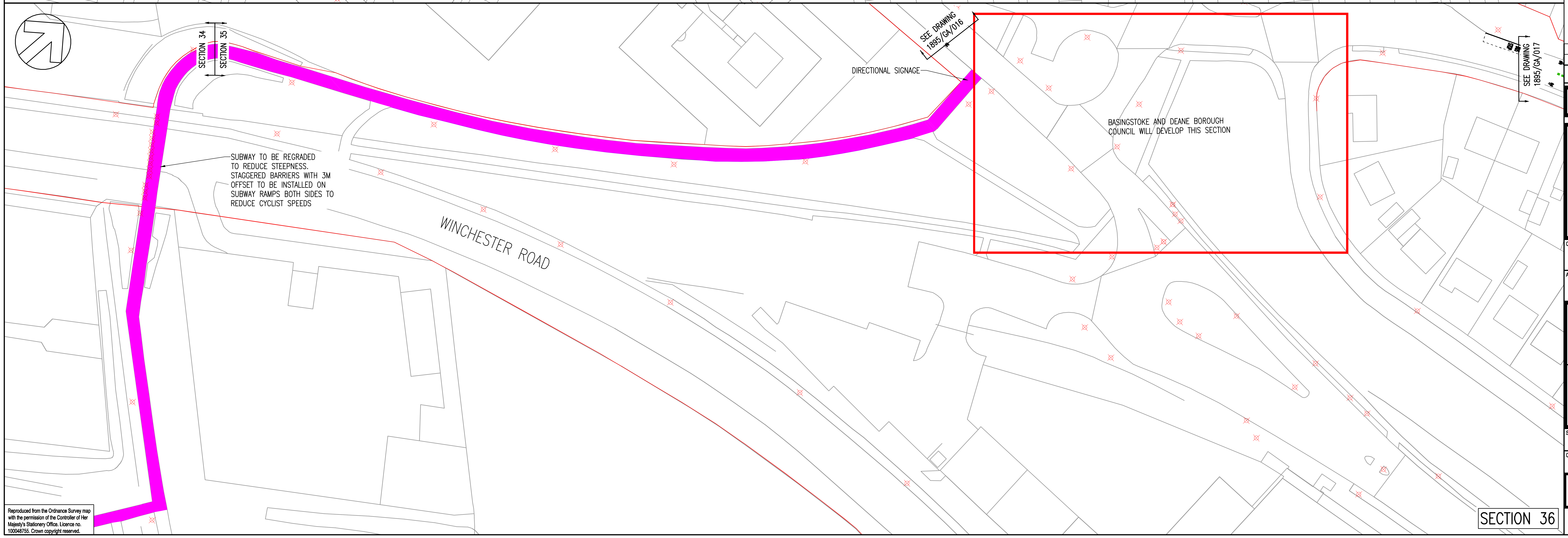

WINCHESTER ROAD
QUILTER ROAD
QUILTER ROAD
SEE DRAWING 1895/GA/023
2.6
2.9
SECTION 34
SECTION 35

SECTION 35


SECTION 34
SECTION 35
SEE DRAWING 1895/GA/016
DIRECTIONAL SIGNAGE
SEE DRAWING 1895/GA/017
WINCHESTER ROAD

SUBWAY TO BE REGRADED TO REDUCE STEEPNESS. STAGGERED BARRIERS WITH 3M OFFSET TO BE INSTALLED ON SUBWAY RAMPS BOTH SIDES TO REDUCE CYCLIST SPEEDS

BASINGSTOKE AND DEANE BOROUGH COUNCIL WILL DEVELOP THIS SECTION

SECTION 36

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4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

▬	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
⊗	STREET LIGHTING
Town centre 🚲 3 minutes 20 minutes	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
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BASINGSTOKE & DEANE CYCLE PATH

TITLE:
ROUTE 5
(SHEET 13 OF 13)

SCALE @ A1: 1:500	CHECKED: HL	APPROVED: LB
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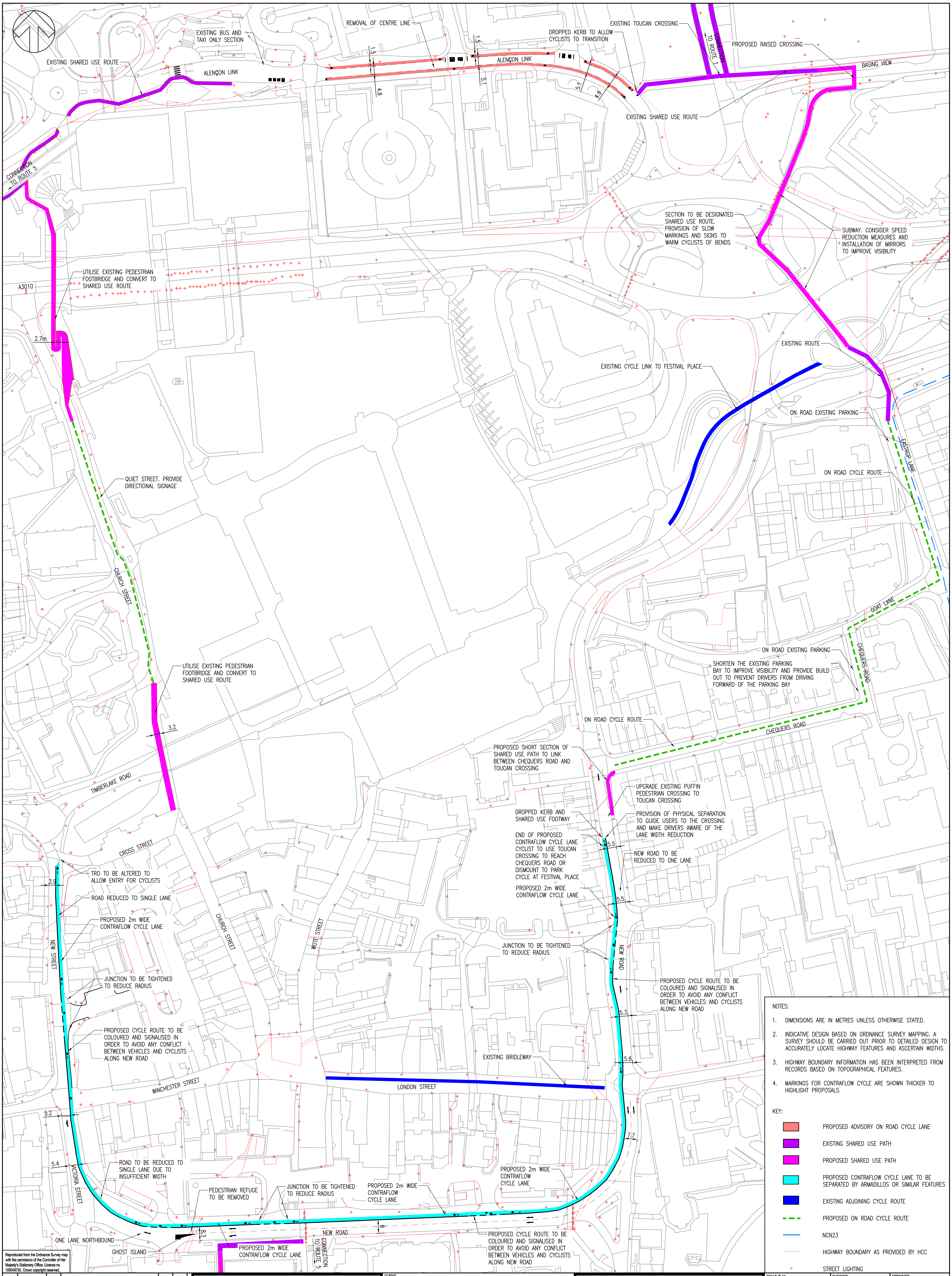
EXISTING SHARED USE ROUTE
EXISTING BUS AND TAXI ONLY SECTION
ALENÇON LINK
REMOVAL OF CENTRE LINE
1.5
4.8
5.1
DROPPED KERB TO ALLOW CYCLISTS TO TRANSITION
EXISTING TOUCAN CROSSING
CONNECTION TO ROUTE 4
PROPOSED RAISED CROSSING
BASING VIEW
EXISTING SHARED USE ROUTE
CONNECTION TO ROUTE 5
SECTION TO BE DESIGNATED SHARED USE ROUTE. PROVISION OF SLOW MARKINGS AND SIGNS TO WARM CYCLISTS OF BENDS
SUBWAY. CONSIDER SPEED REDUCTION MEASURES AND INSTALLATION OF MIRRORS TO IMPROVE VISIBILITY
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE AND CONVERT TO SHARED USE ROUTE
A3010
2.7m
EXISTING ROUTE
EXISTING CYCLE LINK TO FESTIVAL PLACE
ON ROAD EXISTING PARKING
EASTROP LANE
ON ROAD CYCLE ROUTE
QUIET STREET. PROVIDE DIRECTIONAL SIGNAGE
CHURCH STREET
GOAT LANE
ON ROAD EXISTING PARKING
CHEQUERS ROAD
SHORTEN THE EXISTING PARKING BAY TO IMPROVE VISIBILITY AND PROVIDE BUILD OUT TO PREVENT DRIVERS FROM DRIVING FORWARD OF THE PARKING BAY
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE AND CONVERT TO SHARED USE ROUTE
3.2
ON ROAD CYCLE ROUTE
CHEQUERS ROAD
TIMBERLAKE ROAD
PROPOSED SHORT SECTION OF SHARED USE PATH TO LINK BETWEEN CHEQUERS ROAD AND TOUCAN CROSSING
UPGRADE EXISTING PUFFIN PEDESTRIAN CROSSING TO TOUCAN CROSSING
DROPPED KERB AND SHARED USE FOOTWAY
PROVISION OF PHYSICAL SEPARATION TO GUIDE USERS TO THE CROSSING AND MAKE DRIVERS AWARE OF THE LANE WIDTH REDUCTION
CROSS STREET
END OF PROPOSED CONTRAFLOW CYCLE LANE CYCLIST TO USE TOUCAN CROSSING TO REACH CHEQUERS ROAD OR DISMOUNT TO PARK CYCLE AT FESTIVAL PLACE
5.5
NEW ROAD TO BE REDUCED TO ONE LANE
TRO TO BE ALTERED TO ALLOW ENTRY FOR CYCLISTS
3.9
ROAD REDUCED TO SINGLE LANE
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
5.5
CHURCH STREET
WOTE STREET
NEW STREET
JUNCTION TO BE TIGHTENED TO REDUCE RADIUS
NEW ROAD
JUNCTION TO BE TIGHTENED TO REDUCE RADIUS
PROPOSED CYCLE ROUTE TO BE COLOURED AND SIGNALISED IN ORDER TO AVOID ANY CONFLICT BETWEEN VEHICLES AND CYCLISTS ALONG NEW ROAD
5.3
PROPOSED CYCLE ROUTE TO BE COLOURED AND SIGNALISED IN ORDER TO AVOID ANY CONFLICT BETWEEN VEHICLES AND CYCLISTS ALONG NEW ROAD
EXISTING BRIDLEWAY
5.8
WINCHESTER STREET
LONDON STREET
5.2
7.7
5.4
ROAD TO BE REDUCED TO SINGLE LANE DUE TO INSUFFICIENT WIDTH
VICTORIA STREET
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
PEDESTRIAN REFUGE TO BE REMOVED
JUNCTION TO BE TIGHTENED TO REDUCE RADIUS
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
ONE LANE NORTHBOUND
8.3
8
NEW ROAD
GHOST ISLAND
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
CONNECTION TO ROUTE 5
PROPOSED CYCLE ROUTE TO BE COLOURED AND SIGNALISED IN ORDER TO AVOID ANY CONFLICT BETWEEN VEHICLES AND CYCLISTS ALONG NEW ROAD

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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. MARKINGS FOR CONTRAFLOW CYCLE ARE SHOWN THICKER TO HIGHLIGHT PROPOSALS.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
🟪	PROPOSED SHARED USE PATH
🟦	PROPOSED CONTRAFLOW CYCLE LANE TO BE SEPARATED BY ARMADILLOS OR SIMILAR FEATURES
🟦	EXISTING ADJOINING CYCLE ROUTE
- - -	PROPOSED ON ROAD CYCLE ROUTE
—	NCN23
—	HIGHWAY BOUNDARY AS PROVIDED BY HCC
⌖	STREET LIGHTING

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TITLE:
TOWN CENTRE ROUTE

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1:1000	HL	LB
CAD FILE:	DESIGN-DRAWN:	DATE:
1895-GA-025	AMS	December 16

PROJECT No:	DRAWING No:	REV:
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Appendix M

STAGE 1 ROAD SAFETY AUDITS AND DESIGNERS RESPONSE

BASINGSTOKE & DEANE
CYCLE PATH
ROUTE 1

STAGE 1 ROAD SAFETY AUDIT

NOVEMBER 2016

BASINGSTOKE & DEANE CYCLE PATH ROUTE 1

STAGE 1ROAD SAFETY AUDIT

WSP | Parsons Brinckerhoff

Project no: 70021895-003
Date: November 2016

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QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	Draft	Final		
Date	16/11/2016	22/12/2016		
Prepared by	D Nunoo	D Nunoo		
Signature				
Checked by	J Ackland	J Ackland		
Signature				
Authorised by	J Ackland	J Ackland		
Signature				
Project number	70021895-003	70021895-003		
Report number				
File reference				

PRODUCTION TEAM

CLIENT

Basingstoke and Deane Borough Council

WSP | PARSONS BRINCKERHOFF

Audit team leader	Jackie Ackland WSP | Parsons Brinckerhoff
Audit team member	David Nunoo WSP | Parsons Brinckerhoff

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2 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS....................2

3 PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT....................3

4 AUDIT TEAM STATEMENT....................11

APPENDICES

APPENDIX A DOCUMENT LIST

APPENDIX B

PROBLEM LOCATION PLAN

1 INTRODUCTION

1.1 GENERAL

1.1.1 This report has been prepared in response to a commission from Louise Berridge, from WSP | Parsons Brinckerhoff Southampton office requiring a Stage 1 Road Safety Audit on Basingstoke and Deane Cycle Path scheme. The audit is on behalf of the project sponsor, Basingstoke and Deane Borough Council.

1.1.2 The road safety audit team membership was the following:

Audit team leader	Jackie Ackland MCIHT MSoRSA Associate WSP | Parsons Brinckerhoff
Audit team observer	David Nunoo Highway Engineer WSP | Parsons Brinckerhoff

1.1.3 This audit took place at WSP | Parsons Brinckerhoff offices during November 2016, and the site was examined by Jackie Ackland and David Nunoo in daylight hours between 0930 and 1700 on 10th November. The weather condition during the site visit was overcast/ dry. Traffic flows were observed to be moderate.

1.1.4 The Road Safety Audit also comprised of an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.5 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/15.

1.1.6 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.2 PURPOSE OF SCHEME

1.2.1 The purpose of this scheme is to upgrade the existing cycle infrastructure, provide on and off-street cycle facilities etc. to improve the existing cycle network.

2

PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

2.1.1 The Audit Team has not been made aware of any previous road safety audits carried out on this scheme.

3 PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

For ease of reference, the problems raised in this audit are listed geographically.

3.1 GENERAL

3.1.1 PROBLEM - Non-Motorised User Provision

Location: Crockford Lane - Lime Tree Way – Crockford Lane

Summary: Gullies located in cycle lane

Detail: There are a series of gullies located within the proposed cycle lane. These gullies do not have cycle friendly gratings. The supplied plans do not indicate that the existing gully gratings will be replaced with the introduction of the cycle lanes. The presence of these gullies gratings may cause cyclists to deviate from their chosen path into the carriageway. This could potentially result in them being struck by a passing vehicle.

If cyclists ride over gullies of this type, the cycle tyres could become trapped in the gratings and result in cyclists becoming un-seated and falling.

RECOMMENDATION

It is recommended that the existing gully gratings are re-aligned or replaced with cycle friendly gully covers.

3.2 NORN HILL ROAD, DRAWING NO 1895/GA/004 REV A

3.2.1 PROBLEM A – Non-Motorised User Provision

Location: Northern access at footbridge over railway line

Summary: Short offset distance between staggered barriers.

Detail: The existing offset distance between the staggered barriers at the entry point of the footbridge is 1.2m. The narrow chicane depth currently discourages cycling through the chicane. When this route is converted to shared use this could potentially result in cyclists losing control and falling off as they navigate through the barriers.

RECOMMENDATION

It is recommended that the chicane is redesigned to accommodate cyclists and other mobility-impaired users.

3.2.2 PROBLEM B - ALIGNMENT

Location: Coronation Road (SW-bound) bus stop, Norn Hill

Summary: Proposed parking bay restricting accessibility to existing bus stop.

Detail: When vehicles are parked in the bay on the approach to the bus stop, buses will not be able to align themselves correctly in relation to the kerb. This will result in passengers stepping into the road before getting onto the footway as they disembark from the bus. This could potentially result in passengers tripping and falling resulting in an injury.

Ramps deployed from the buses for wheelchair users may not have a stable footing and this could potentially result in wheelchair users falling off the ramp as they board or get off the bus.

RECOMMENDATION

It is recommended that the parking bay is shortened and the length of the existing bus stop cage is increased in order for buses to properly align themselves to the kerbline.

3.2.3 PROBLEM C- JUNCTIONS

Location: Queen Mary Avenue junction with Norn Hill

Summary: Downhill approach to the roundabout and no deflection

Detail: The northbound approach to the mini-roundabout is straight and downhill, and this may encourage high approach speeds. The layout of the mini-roundabout may not be immediately obvious to drivers. This could result in drivers not being able to stop in time and may potentially result in a head on or right-turn type collisions at the junction.

RECOMMENDATION

It is recommended that skid resistant surfacing as well as adequate signing and markings are provided at the roundabout.

3.2.4 PROBLEM D- JUNCTIONS / Non-Motorised User Provision

Location: Northern arm of Queen Mary Avenue / Norn Hill junction

Summary: Conflict between left turning traffic and cyclists.

Detail: The terminal points of the proposed cycle lanes are close to the mini-roundabout. The introduction of cycle lanes reduces the available width for two way traffic to 3.4m, and it is proposed that the centreline is removed. The available lane width for two way traffic is not adequate for vehicles to pass each other to enter/ exit the roundabout without encroaching into the cycle lane. This may encourage drivers of opposing vehicles to align themselves centrally when turning left from Queen Mary Avenue and could potentially result in head-on collisions.

RECOMMENDATION

It is recommended that the advisory cycle lanes commence and terminate further north of the junction, and the centre line is reinstated in the approach.

3.3 NORN HILL ROAD, DRAWING NO 1895/GA/005 REV A

3.3.1 PROBLEM E- Non-Motorised User Provision

Location: Norn Hill between Silvester Close and Westray Close

Summary: Conflict between vehicular traffic and cyclists.

Detail: The introduction of cycle lanes reduces the available width for two way traffic to 3.1m, and it is proposed that the centreline is removed. A number of bus services operate on this link and the width between the cycle lanes is not wide enough for two buses to pass. Removing the centreline will encourage vehicles to drive towards the centre of the available width when cycles are not present, and encroach on the cycle lanes to pass each other.

No information has been provided on the traffic volumes using this link, however, at peak periods there could be instances where drivers are not clear on where to position their vehicles, and this could result in head on collisions and shunts if they are forced to brake suddenly.

RECOMMENDATION

It is recommended that the traffic volumes particularly those of buses / HGVs are checked, and if the volumes are high, cycle lanes are removed and replaced with cycle logos only.

3.4 CROCKFORD LANE, DRAWING NO 1895/GA/006 REV A

3.4.1 PROBLEM F- JUNCTION/ Non-Motorised User Provision

Location: Crockford Lane arm of Crockford Roundabout

Summary: Queuing traffic from Toucan crossing onto roundabout.

Detail: The new location of Toucan crossing could result in traffic tailing back onto the circulatory carriageway of the roundabout. This could potentially lead shunts within the roundabout, or side swipe collisions if drivers decide to change lane to pass a stationary vehicle.

RECOMMENDATION

It is recommended that the signal phase at the toucan is synchronised with the roundabout to prevent this situation from occurring.

3.4.2 PROBLEM G- Non-Motorised User Provision

Location: Eastern footway at Toucan crossing, Crockford Lane

Summary: Significant height deferential between existing footway and carriageway.

Detail: The level difference between the existing footway and carriageway at the crossing point is over 200mm. Installing a crossing point at this location could introduce very steep gradients within the crossing area. This could potentially result in pedestrian trips and falls at the crossing point.

RECOMMENDATION

It is recommended that the level difference is taken into account when designing the crossing area in order not to introduce any steep gradients.

3.4.3 PROBLEM H- Non-Motorised User Provision

Location: Footpath linking Crockford Lane and Reading Road

Summary: Narrow width of existing footpath proposed for shared use.

Detail: The existing footpath proposed for shared use is narrow. Introducing cyclists on this link without increasing the width could potentially increase the risk of pedestrian / cyclist collisions.

RECOMMENDATION

It is recommended that cyclists are routed via the existing dropped kerb onto the adjacent as opposed to joining the carriageway after the bridge.

3.5 CROCKFORD LANE, DRAWING NO 1895/GA/007-008 REV A

3.5.1 PROBLEM I - Non-Motorised User Provision

Location: Crockford Lane - Lime Tree Way – Crockford Lane

Summary: Conflict between vehicular traffic and cyclists.

Detail: The introduction of cycle lanes reduces the average available width for two way traffic to 4.5m, and it is proposed that the centreline is removed. A number of bus services operate on this link and the width between the cycle lanes is not wide enough for two buses to pass. Removing the centreline will encourage vehicles to drive towards the centre of the available width when cycles are not present, and encroach on the cycle lanes to pass each other.

No information has been provided on the traffic volumes using this link, however, at peak periods there could be instances where drivers are not clear on where to position their vehicles, and this could result in head on collisions and shunts if they are forced to brake suddenly.

RECOMMENDATION

It is recommended that the traffic volumes particularly those of buses / HGVs are checked, and if the volumes are high, cycle lanes are removed and replaced with cycle logos only.

3.5.2 PROBLEM J- JUNCTION/ Non-Motorised User Provision

Location: Crockford Lane junction with Lime Tree Way

Summary: Northbound cyclist carrying out a complicated manoeuvre onto proposed shared path

Detail: The current layout of the junction indicates that northbound cyclists on Lime Tree Way will have to make a right-turn manoeuvre across live traffic at the junction and then immediately mount the proposed shared path via a dropped kerb. There are three potential incidents that could arise from this manoeuvre;

- A cyclist turning right into Crockford Lane from a position within the cycle lane being struck by a northbound vehicle going ahead across the junction.
- A cyclist turning right into Crockford Lane being struck by a southbound vehicle going across the junction.
- A cyclist slowing down to mount the shared path being shunted by vehicles either turning left or right from Lime Tree Way into Crockford Lane.

This could result in conflicts with vehicles and cyclists.

RECOMMENDATION

It is recommended that northbound cyclists are directed onto the western footway to pass the junction and then cross to the shared path.

3.5.3 PROBLEM K – SIGNING AND LIGHTING

Location: Proposed shared path, Crockford Lane

Summary: Street lighting columns located within shared path

Detail: There are a number of locations where existing street lighting columns are sighted within the proposed shared path. These create pinch points for both cyclists and pedestrians and could create conflicts between them, especially if they have to make late decisions on which side to pass. This could result in cyclists braking suddenly and falling off, or hitting the street furniture or pedestrians.

RECOMMENDATION

It is recommended that the street lighting columns are relocated to the back or front of the shared route.

3.6 READING ROAD, DRAWING NO 1895/GA/009 REV A

3.6.1 PROBLEM L- JUNCTION/ Non-Motorised User Provision

Location: Reading Road, west of Minden Close

Summary: Poor inter-visibility at proposed crossing point.

Detail: The location of the proposed crossing is immediately after a bend. A pedestrian waiting to cross the carriageway from west to east will be masked by a mature tree with overgrown branches sighted to the west of the crossing.

It was observed at the time of the audit that southbound traffic approached the proposed crossing point at relatively high speeds. Drivers who are unable to see a pedestrian waiting from the appropriate stopping distance for their speed may not be able to stop on the approach to the crossing, resulting in vehicle / pedestrian collisions or shunts on the approach.

RECOMMENDATION

It is recommended that inter-visibility for all road users is improved and additional signing is introduced to warn drivers of the crossing. Speed reducing features, including a raised table at the crossing could also be introduced to control speeds on the approach.

PROBLEM M – ALIGNMENT

Location: Reading Road between Wallins Copse and Glade Close; Reading Road between St Joseph’s Crescent and Merrydown Lane.

Summary: Parking bay located adjacent to grass verge.

Detail: Reading Road is flanked by an existing footway on the northern side and grass verge on the southern side. Vehicles currently park on the along the northern kerbline as opposed to the southern side.

Providing parking bays without the provision of a footway/ stable ground adjacent to the parking bays will potentially lead to slips and falls when leaving or entering vehicles causing injury. It may also lead to vehicles being parked further into the road, leaving a narrower gap for passing traffic.

RECOMMENDATION

It is recommended that a footway is provided on the southern side to complement the proposed parking bays or

the proposed parking bays are relocated to the northern side since there is a footway present.

3.6.2 PROBLEM N- Non-Motorised User Provision

Location: Raised table east of Glade Close, Reading Road

Summary: Build-out at raised crossing

Detail: It was observed during the site visit that the southern kerb line is built-out into the carriageway however this is not shown on the supplied plans. Site measurements indicate that the width of the existing carriageway is 5.4m. Introducing 1.5m wide cycle lanes on either side of the carriageway will leave 2.4m for vehicular traffic.

This could cause drivers to treat this pinch point in different ways, with some giving way to oncoming traffic and some driving through in the cycle lanes. This ambiguity could result in head on collisions or shunts on the approaches.

RECOMMENDATION

It is recommended that the cycle lanes are broken on the approaches to the crossing point.

3.7 A33 READING ROAD, DRAWING NO 1895/GA/011 REV A

3.7.1 PROBLEM O - Non-Motorised User Provision

Location: Northbound, A33 Reading Road

Summary: Width of physical separation between shared path and carriageway

Detail: The A33 Reading Road has a posted speed limit of 50mph and is without a hard shoulder. Clause 7.22 TA 90/05, states “the preferred separation between the NMU route and the carriageway is 1.5m, with an acceptable separation of 0.5m”, however the higher value of 1.5m should be used wherever possible in situation where the speed limit is higher than 40mph.

The buffer zone of 0.5m could encourage cyclists to ride close to the carriageway where wind created by HGVs could potentially cause cyclists to lose control resulting in a fall or hitting other pedestrians.

Cycling or walking close to the road could result in cyclists or pedestrians being struck from behind by the wing mirrors of HGVs or buses if the high speed dictate that they are unable to change lanes to move away from the verge.

RECOMMENDATION

It is recommended that the buffer zone is increased wherever practicable.

3.7.2 PROBLEM P - Non-Motorised User Provision

Location: Northbound, A33 Reading Road

Summary: Pinch point along shared path.

Detail: The width of the shared path drops to 0.8m with a buffer zone of 0.5m due to the presence of a boundary fence, which limits the available forward visibility along the path. When two NMUs approach this point from different directions at the same time there is a risk that they will not be able to pass each other within the paved width and they may trip on the verge or be struck by passing vehicles.

RECOMMENDATION

It is recommended that private land is procured in order to increase the width of the shared path through this section.

3.7.3 PROBLEM Q- Non-Motorised User Provision

Location: Northbound, A33 Reading Road

Summary: Traffic signs located in shared path.

Detail: There is an advanced directional sign (ADS) sighted within the proposed shared path with a mounting height lower than 2.3m, which is the required minimum vertical clearance for signs on a shared path. This will create pinch point for both cyclists and pedestrians and could create conflicts between them, especially if they have to make late decisions on who has the right of way. This could result in cyclists braking suddenly and falling off, or hitting the street furniture or pedestrians.

RECOMMENDATION

It is recommended that the ADS is relocated onto two posts with sufficient room to pass between them, and the mounting height is increased

3.7.4 PROBLEM R- JUNCTION/ Non-Motorised User Provision

Location: Northbound, A33 Reading Road.

Summary: Pinch point along shared path.

Detail: The width of the shared path is constrained to 1.4m plus a buffer of 0.5m by a vehicle restraint system (VRS). This will create a pinch point for both cyclists and pedestrians and could create conflicts between them, especially if they have to make late decisions on who has the right of way. This could result in cyclists braking suddenly and falling off or diverting into the carriageway, creating the potential for side swipe collisions due to late lane changes or shunts.

RECOMMENDATION

It is recommended that, if practical, the VRS is relocated as close as possible to the carriageway so that the shared path can pass between the VRS and the headwall.

3.7.5 PROBLEM S - Non-Motorised User Provision

Location: Northbound, A33 Reading Road.

Summary: Bus stop located within proposed shared path.

Detail: There is a bus stop waiting area located within the proposed shared path. The width through that section is indicated as 3.0m on the plan. Pedestrians waiting for a bus may not be looking for cyclists, particularly those heading south, and when a bus approaches they could step out in front of a cyclist resulting in cycle / pedestrian collisions.

RECOMMENDATION

It is recommended that the route is segregated through this section to encourage to pass behind the waiting area for bus passengers.

End of Problems identified in this Stage 1 Audit

4 AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Signed:

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Date: 16th November 2016

AUDIT TEAM OBSERVER

Signed:

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Date: 16th November 2016

Appendix A

DOCUMENT LIST

List of documents and plans considered during this Stage 1 Road Safety Audit

DRAWINGS

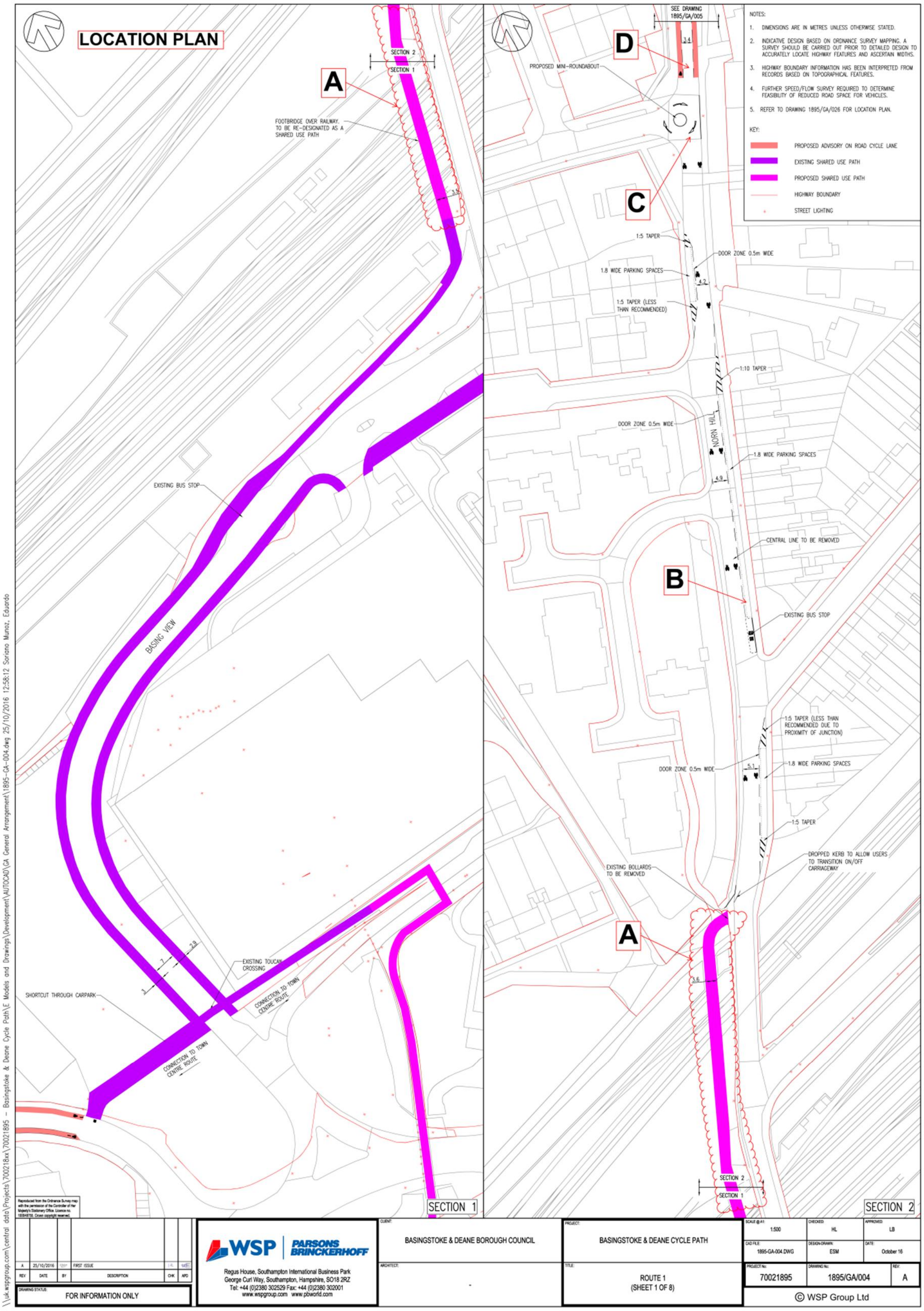
- DRAWING NO 1895/GA/004 Rev A
- DRAWING NO 1895/GA/005 Rev A
- DRAWING NO 1895/GA/006 Rev A
- DRAWING NO 1895/GA/007 Rev A
- DRAWING NO 1895/GA/008 Rev A
- DRAWING NO 1895/GA/009 Rev A
- DRAWING NO 1895/GA/010 Rev A
- DRAWING NO 1895/GA/011 Rev A

DOCUMENTS

- N/A

Appendix B

PROBLEM LOCATION PLAN


LOCATION PLAN
A
SECTION 2
SECTION 1
FOOTBRIDGE OVER RAILWAY. TO BE RE-DESIGNATED AS A SHARED USE PATH
3.5
EXISTING BUS STOP
BASING VIEW
EXISTING TOUCAN CROSSING
CONNECTION TO TOWN CENTRE ROUTE
SHORTCUT THROUGH CARPARK
CONNECTION TO TOWN CENTRE ROUTE
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SECTION 1
SEE DRAWING 1895/GA/005
D
3.4
PROPOSED MINI-ROUNDABOUT
C
1:5 TAPER
DOOR ZONE 0.5m WIDE
1.8 WIDE PARKING SPACES
4.2
1:5 TAPER (LESS THAN RECOMMENDED)
1:10 TAPER
DOOR ZONE 0.5m WIDE
NORN HILL
1.8 WIDE PARKING SPACES
4.9
CENTRAL LINE TO BE REMOVED
B
EXISTING BUS STOP
1:5 TAPER (LESS THAN RECOMMENDED DUE TO PROXIMITY OF JUNCTION)
DOOR ZONE 0.5m WIDE
5.1
1.8 WIDE PARKING SPACES
1:5 TAPER
DROPPED KERB TO ALLOW USERS TO TRANSITION ON/OFF CARRIAGEWAY
EXISTING BOLLARDS TO BE REMOVED
A
3.6
SECTION 2
SECTION 1
SECTION 2
\\uk.wspgroup.com\central data\Projects\700218xx\70021895 – Basingstoke & Deane Cycle Path\E Models and Drawings\Development\AUTOCAD\GA General Arrangement\1895-GA-004.dwg 25/10/2016 12:58:12 Soriano Munoz, Eduardo
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CLIENT: BASINGSTOKE & DEANE BOROUGH COUNCIL
ARCHITECT: -
PROJECT: BASINGSTOKE & DEANE CYCLE PATH
TITLE: ROUTE 1 (SHEET 1 OF 8)
SCALE @ A1: 1:500
CHECKED: HL
APPROVED: LB
CAD FILE: 1895-GA-004.DWG
DESIGN-DRAWN: ESM
DATE: October 16
PROJECT No: 70021895
DRAWING No: 1895/GA/004
REV: A
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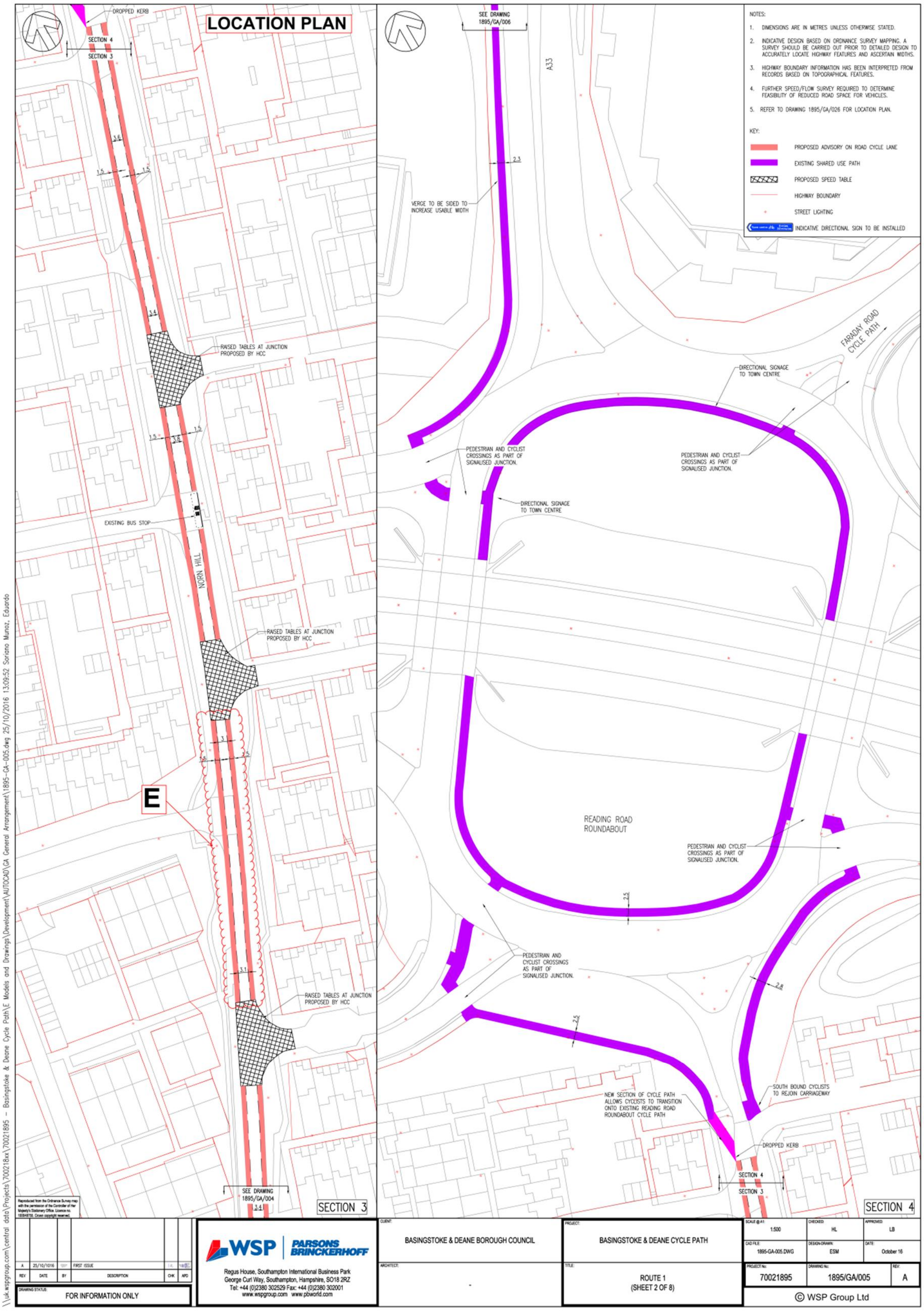
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. FURTHER SPEED/FLOW SURVEY REQUIRED TO DETERMINE FEASIBILITY OF REDUCED ROAD SPACE FOR VEHICLES.
5. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
•	STREET LIGHTING


LOCATION PLAN
DROPPED KERB
SECTION 4
SECTION 3
3.6
1.5
1.5
3.4
RAISED TABLES AT JUNCTION PROPOSED BY HCC
1.5
3.6
1.5
EXISTING BUS STOP
NORN HILL
RAISED TABLES AT JUNCTION PROPOSED BY HCC
3
1.5
2.5
E
3.1
RAISED TABLES AT JUNCTION PROPOSED BY HCC
SEE DRAWING 1895/GA/004
3.4
SECTION 3
SEE DRAWING 1895/GA/006
A33
2.3
VERGE TO BE SIDED TO INCREASE USABLE WIDTH
FARADAY ROAD CYCLE PATH
DIRECTIONAL SIGNAGE TO TOWN CENTRE
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
DIRECTIONAL SIGNAGE TO TOWN CENTRE
READING ROAD ROUNDABOUT
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
2.5
PEDESTRIAN AND CYCLIST CROSSINGS AS PART OF SIGNALISED JUNCTION.
2.8
2.5
NEW SECTION OF CYCLE PATH ALLOWS CYCLISTS TO TRANSITION ONTO EXISTING READING ROAD ROUNDABOUT CYCLE PATH
SOUTH BOUND CYCLISTS TO REJOIN CARRIAGEWAY
DROPPED KERB
SECTION 4
SECTION 3
SECTION 4
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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. FURTHER SPEED/FLOW SURVEY REQUIRED TO DETERMINE FEASIBILITY OF REDUCED ROAD SPACE FOR VEHICLES.
5. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
▨	PROPOSED SPEED TABLE
—	HIGHWAY BOUNDARY
+	STREET LIGHTING
◀	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

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CLIENT: BASINGSTOKE & DEANE BOROUGH COUNCIL

ARCHITECT: -

PROJECT: BASINGSTOKE & DEANE CYCLE PATH

TITLE: ROUTE 1
(SHEET 2 OF 8)

SCALE @ A1:	CHECKED:	APPROVED:
1:500	HL	LB
CAD FILE:	DESIGN-DRAWN:	DATE:
1895-GA-005.DWG	ESM	October 16

PROJECT No:	DRAWING No:	REV:
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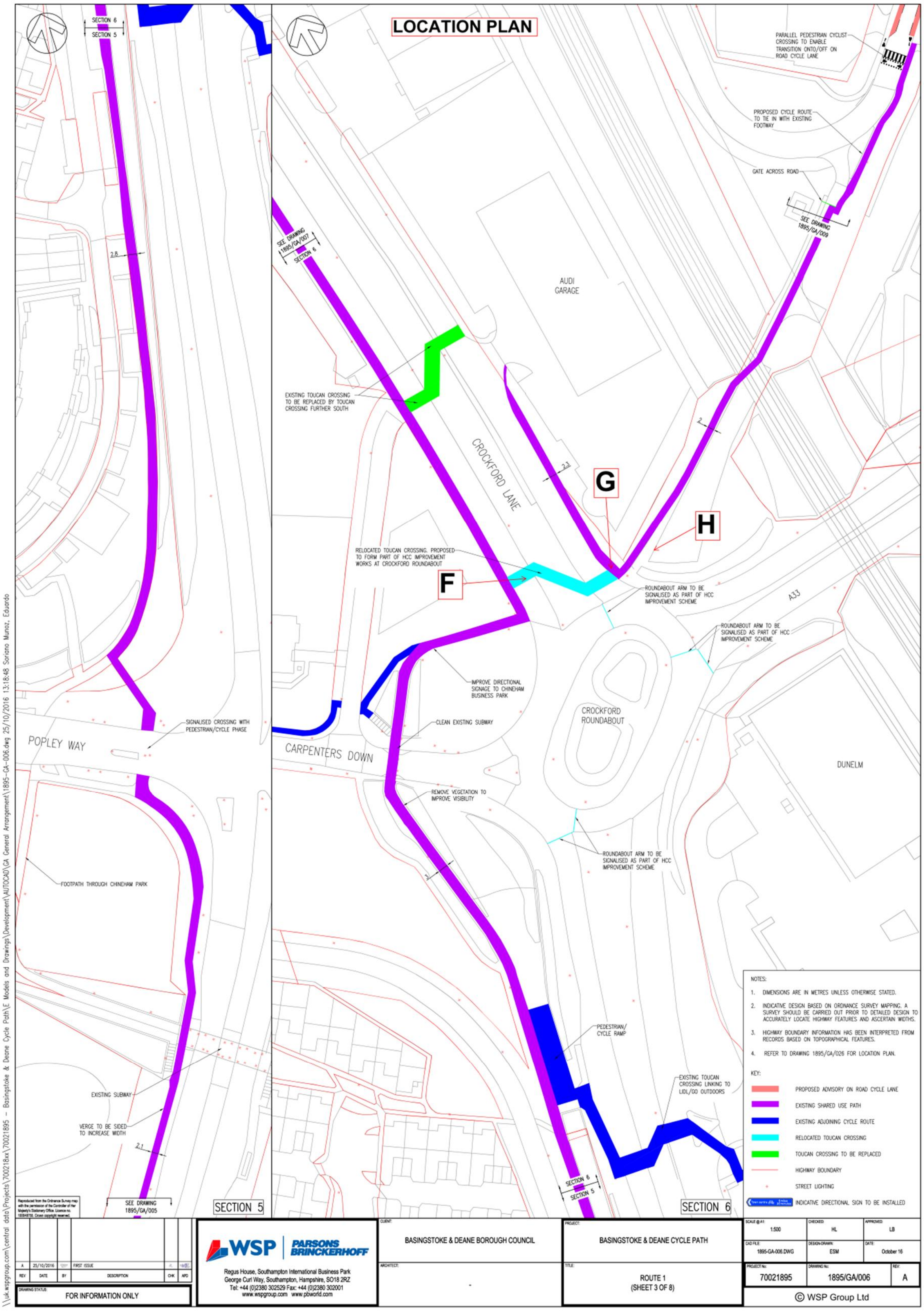
LOCATION PLAN
SECTION 6
SECTION 5
2.8
POPLEY WAY
SIGNALISED CROSSING WITH PEDESTRIAN/CYCLE PHASE
FOOTPATH THROUGH CHINEHAM PARK
EXISTING SUBWAY
VERGE TO BE SIDED TO INCREASE WIDTH
2.1
SEE DRAWING 1895/GA/005
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SECTION 5
SEE DRAWING 1895/GA/007
EXISTING TOUCAN CROSSING TO BE REPLACED BY TOUCAN CROSSING FURTHER SOUTH
AUDI GARAGE
CROCKFORD LANE
2.1
G
H
2
RELOCATED TOUCAN CROSSING. PROPOSED TO FORM PART OF HCC IMPROVEMENT WORKS AT CROCKFORD ROUNDABOUT
F
ROUNDABOUT ARM TO BE SIGNALISED AS PART OF HCC IMPROVEMENT SCHEME
A33
ROUNDABOUT ARM TO BE SIGNALISED AS PART OF HCC IMPROVEMENT SCHEME
IMPROVE DIRECTIONAL SIGNAGE TO CHINEHAM BUSINESS PARK
CLEAN EXISTING SUBWAY
CROCKFORD ROUNDABOUT
DUNELM
CARPENTERS DOWN
REMOVE VEGETATION TO IMPROVE VISIBILITY
3
ROUNDABOUT ARM TO BE SIGNALISED AS PART OF HCC IMPROVEMENT SCHEME
PEDESTRIAN/ CYCLE RAMP
EXISTING TOUCAN CROSSING LINKING TO LIDL/DQ OUTDOORS
SECTION 6
SECTION 5
SECTION 6
PARALLEL PEDESTRIAN CYCLIST CROSSING TO ENABLE TRANSITION ONTO/OFF ON ROAD CYCLE LANE
PROPOSED CYCLE ROUTE TO TIE IN WITH EXISTING FOOTWAY
GATE ACROSS ROAD
SEE DRAWING 1895/GA/009
NOTES:
1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.
KEY:
PROPOSED ADVISORY ON ROAD CYCLE LANE
EXISTING SHARED USE PATH
EXISTING ADJOINING CYCLE ROUTE
RELOCATED TOUCAN CROSSING
TOUCAN CROSSING TO BE REPLACED
HIGHWAY BOUNDARY
STREET LIGHTING
INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED
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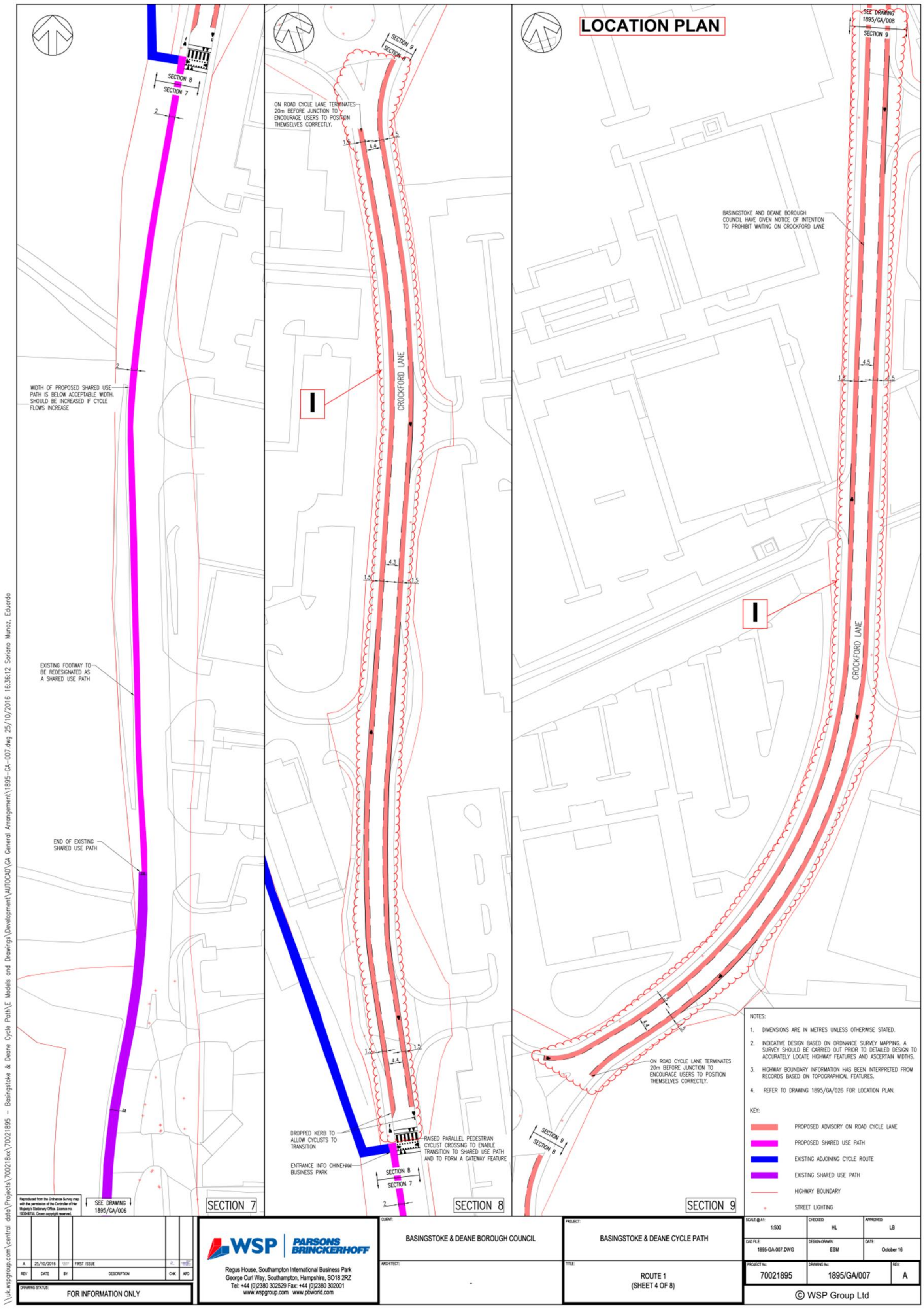
LOCATION PLAN
SECTION 8
SECTION 7
WIDTH OF PROPOSED SHARED USE PATH IS BELOW ACCEPTABLE WIDTH. SHOULD BE INCREASED IF CYCLE FLOWS INCREASE
EXISTING FOOTWAY TO BE REDESIGNATED AS A SHARED USE PATH
END OF EXISTING SHARED USE PATH
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SEE DRAWING 1895/GA/006
SECTION 7
SECTION 9
SECTION 8
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
CROCKFORD LANE
I
DROPPED KERB TO ALLOW CYCLISTS TO TRANSITION
ENTRANCE INTO CHINEHAM BUSINESS PARK
RAISED PARALLEL PEDESTRIAN CYCLIST CROSSING TO ENABLE TRANSITION TO SHARED USE PATH AND TO FORM A GATEWAY FEATURE
SECTION 8
SECTION 7
SECTION 8
SEE DRAWING 1895/GA/008
SECTION 9
BASINGSTOKE AND DEANE BOROUGH COUNCIL HAVE GIVEN NOTICE OF INTENTION TO PROHIBIT WAITING ON CROCKFORD LANE
I
CROCKFORD LANE
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
SECTION 9
SECTION 8
SECTION 9
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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	PROPOSED SHARED USE PATH
🟦	EXISTING ADJOINING CYCLE ROUTE
🟪	EXISTING SHARED USE PATH
—	HIGHWAY BOUNDARY
+	STREET LIGHTING

REV	DATE	BY	DESCRIPTION	CHK	APD
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PROJECT: BASINGSTOKE & DEANE CYCLE PATH
TITLE: ROUTE 1 (SHEET 4 OF 8)
SCALE @ A1: 1:500
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CAD FILE: 1895-GA-007.DWG
DESIGN-DRAWN: ESM
DATE: October 16
PROJECT No: 70021895
DRAWING No: 1895/GA/007
REV: A

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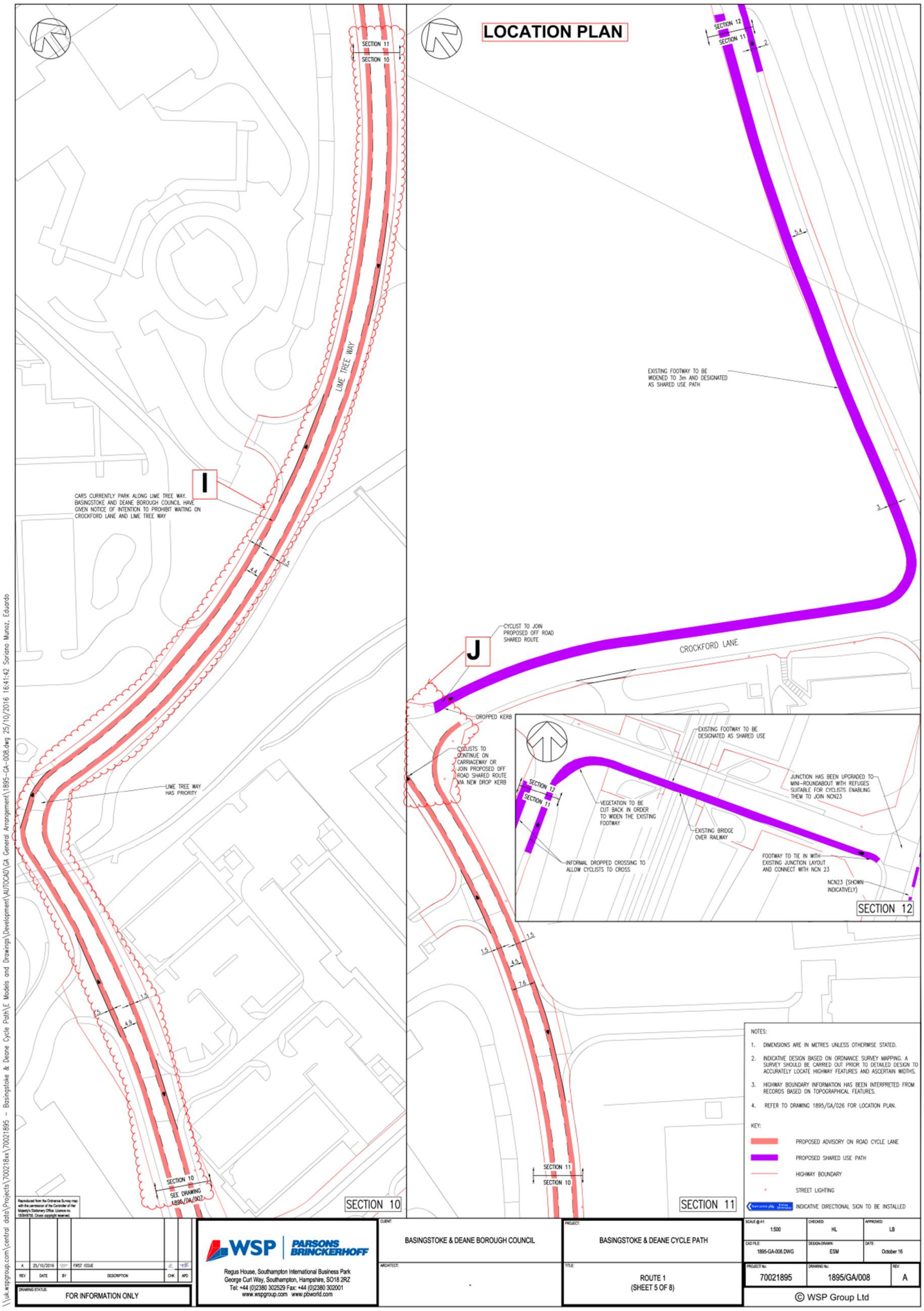
LOCATION PLAN
SECTION 11
SECTION 10
SECTION 12
LIME TREE WAY
I
CARS CURRENTLY PARK ALONG LIME TREE WAY. BASINGSTOKE AND DEANE BOROUGH COUNCIL HAVE GIVEN NOTICE OF INTENTION TO PROHIBIT WAITING ON CROCKFORD LANE AND LIME TREE WAY
LIME TREE WAY HAS PRIORITY
SEE DRAWING 1895/GA/007
EXISTING FOOTWAY TO BE WIDENED TO 3m AND DESIGNATED AS SHARED USE PATH
J
CYCLIST TO JOIN PROPOSED OFF ROAD SHARED ROUTE
CROCKFORD LANE
DROPPED KERB
CYCLISTS TO CONTINUE ON CARRIAGEWAY OR JOIN PROPOSED OFF ROAD SHARED ROUTE VIA NEW DROP KERB
EXISTING FOOTWAY TO BE DESIGNATED AS SHARED USE
JUNCTION HAS BEEN UPGRADED TO MINI–ROUNDABOUT WITH REFUGES SUITABLE FOR CYCLISTS ENABLING THEM TO JOIN NCN23
VEGETATION TO BE CUT BACK IN ORDER TO WIDEN THE EXISTING FOOTWAY
EXISTING BRIDGE OVER RAILWAY
INFORMAL DROPPED CROSSING TO ALLOW CYCLISTS TO CROSS
FOOTWAY TO TIE IN WITH EXISTING JUNCTION LAYOUT AND CONNECT WITH NCN 23
NCN23 (SHOWN INDICATIVELY)
1.5
4.5
7.6
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\\uk.wspgroup.com\central data\Projects\700218xx\70021895 – Basingstoke & Deane Cycle Path\E Models and Drawings\Development\AUTOCAD\GA General Arrangement\1895-GA-008.dwg 25/10/2016 16:41:42 Soriano Munoz, Eduardo

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	PROPOSED SHARED USE PATH
—	HIGHWAY BOUNDARY
*	STREET LIGHTING
◀	INDICATIVE DIRECTIONAL SIGN TO BE INSTALLED

REV	DATE	BY	DESCRIPTION	CHK	APD
A	25/10/2016		FIRST ISSUE		

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CLIENT: BASINGSTOKE & DEANE BOROUGH COUNCIL
ARCHITECT: -
PROJECT: BASINGSTOKE & DEANE CYCLE PATH
TITLE: ROUTE 1 (SHEET 5 OF 8)

SCALE @ A1:	CHECKED:	APPROVED:
1:500	HL	LB
CAD FILE:	DESIGN-DRAWN:	DATE:
1895-GA-008.DWG	ESM	October 16
PROJECT No:	DRAWING No:	REV:
70021895	1895/GA/008	A

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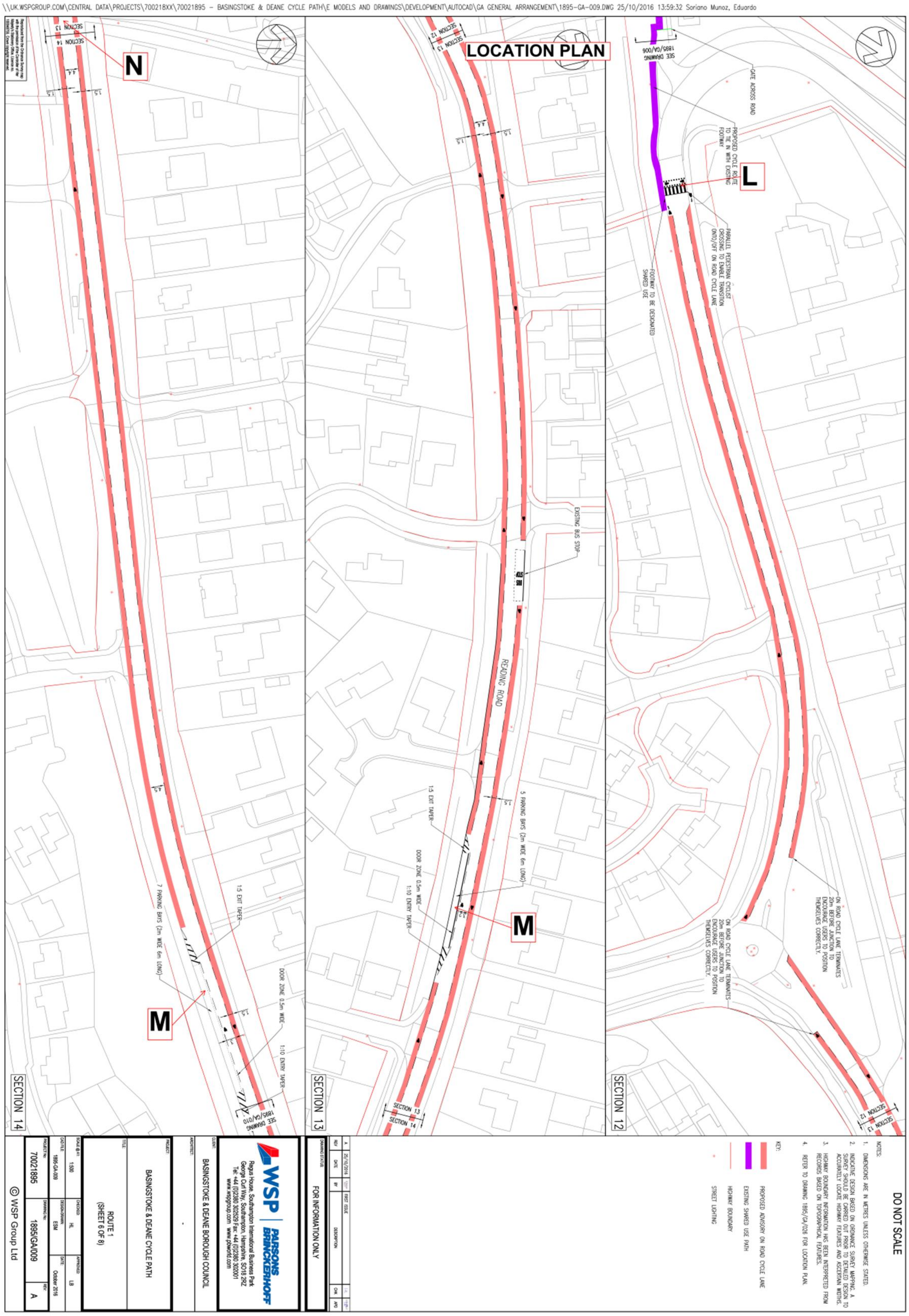
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LOCATION PLAN
N
M
M
L
SECTION 12
SECTION 13
SECTION 14
READING ROAD
EXISTING BUS STOP
7 PARKING BAYS (2m WIDE 6m LONG)
5 PARKING BAYS (2m WIDE 6m LONG)
1:5 EXIT TAPER
1:10 ENTRY TAPER
DOOR ZONE 0.5m WIDE
SEE DRAWING 1895/GA/010
SEE DRAWING 1895/GA/006
GATE ACROSS ROAD
PROPOSED CYCLE ROUTE TO TIE IN WITH EXISTING FOOTWAY
PARALLEL PEDESTRIAN CYCLIST CROSSING TO ENABLE TRANSITION ONTO/OFF ON ROAD CYCLE LANE
FOOTWAY TO BE DESIGNATED SHARED USE
ON ROAD CYCLE LANE TERMINATES 20m BEFORE JUNCTION TO ENCOURAGE USERS TO POSITION THEMSELVES CORRECTLY.
DO NOT SCALE
NOTES:
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3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.
KEY:
PROPOSED ADVISORY ON ROAD CYCLE LANE
EXISTING SHARED USE PATH
HIGHWAY BOUNDARY
STREET LIGHTING
A 25/10/2016 FIRST ISSUE
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ARCHITECT: -
PROJECT: BASINGSTOKE & DEANE CYCLE PATH
TITLE: ROUTE 1 (SHEET 6 OF 8)
SCALE @ A1: 1:500
CHECKED: HL
APPROVED: LB
CAD FILE: 1895-GA-009
DESIGN/DRAWN: ESM
DATE: October 2016
PROJECT No: 70021895
DRAWING No: 1895/GA/009
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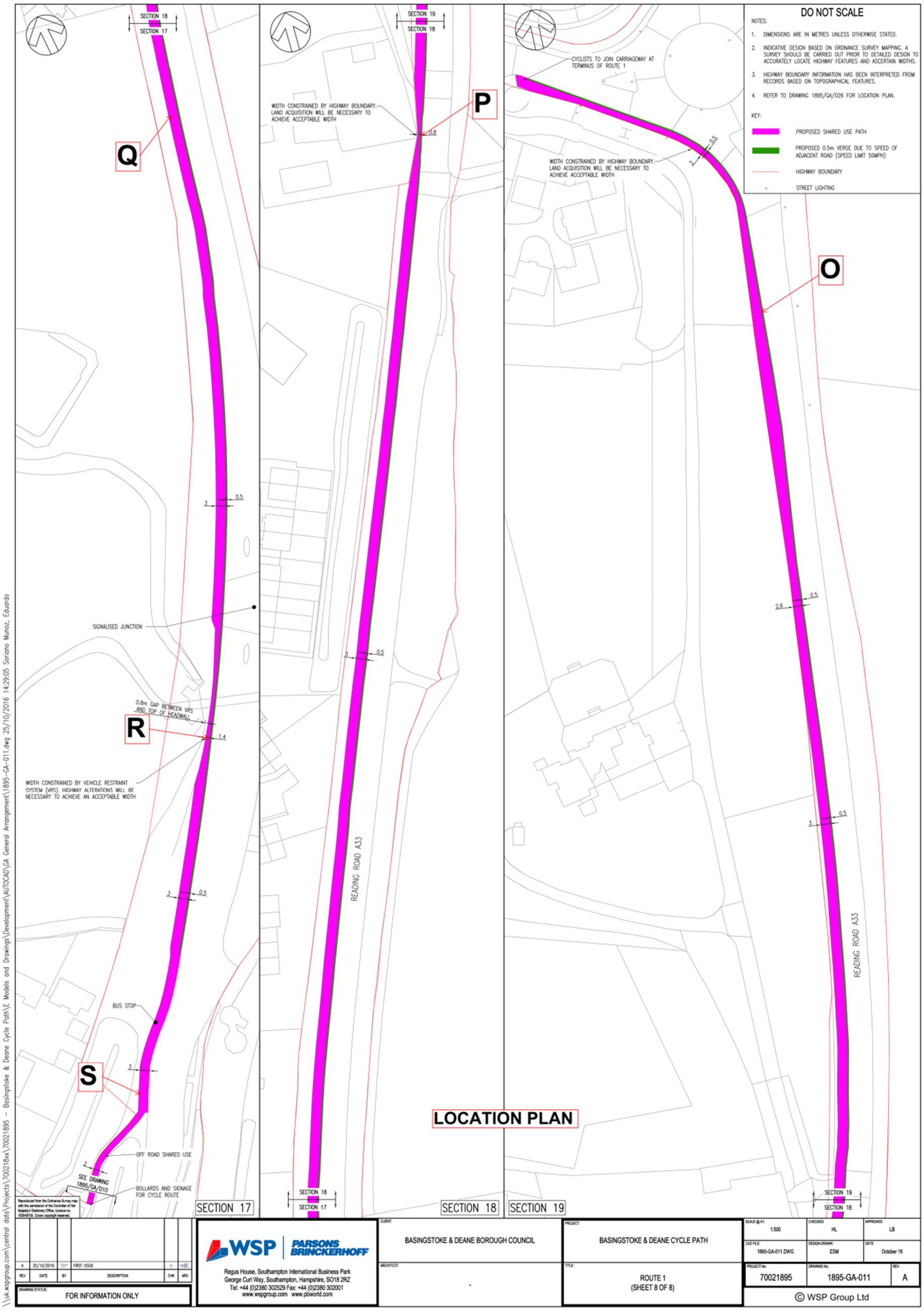
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4. REFER TO DRAWING 1895/GA/026 FOR LOCATION PLAN.
KEY:
PROPOSED SHARED USE PATH
PROPOSED 0.5m VERGE DUE TO SPEED OF ADJACENT ROAD (SPEED LIMIT 50MPH)
HIGHWAY BOUNDARY
STREET LIGHTING
SECTION 18
SECTION 17
Q
3
0.5
SIGNALISED JUNCTION
0.8m GAP BETWEEN VRS AND TOP OF HEADWALL
R
1.4
WIDTH CONSTRAINED BY VEHICLE RESTRAINT SYSTEM (VRS). HIGHWAY ALTERATIONS WILL BE NECESSARY TO ACHIEVE AN ACCEPTABLE WIDTH
BUS STOP
S
2
OFF ROAD SHARED USE
SEE DRAWING 1895/GA/010
BOLLARDS AND SIGNAGE FOR CYCLE ROUTE
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SECTION 17
SECTION 19
SECTION 18
WIDTH CONSTRAINED BY HIGHWAY BOUNDARY. LAND ACQUISITION WILL BE NECESSARY TO ACHIEVE ACCEPTABLE WIDTH
P
0.8
READING ROAD A33
SECTION 18
SECTION 17
SECTION 18
CYCLISTS TO JOIN CARRIAGEWAY AT TERMINUS OF ROUTE 1
WIDTH CONSTRAINED BY HIGHWAY BOUNDARY. LAND ACQUISITION WILL BE NECESSARY TO ACHIEVE ACCEPTABLE WIDTH
2
0.5
O
2.5
READING ROAD A33
LOCATION PLAN
SECTION 19
SECTION 18
SECTION 19
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ARCHITECT: -
PROJECT: BASINGSTOKE & DEANE CYCLE PATH
TITLE: ROUTE 1 (SHEET 8 OF 8)
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CAD FILE: 1895-GA-011.DWG
DESIGN-DRAWN: ESM
DATE: October 16
PROJECT No: 70021895
DRAWING No: 1895-GA-011
REV: A
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Para No.	Problem accepted YES/NO	Recommendation Accepted YES/NO	Alternative Measure (describe)	Other Remarks
3.1.1 General problem	YES	YES	-	Item which should be addressed at detailed design. The recommendation will be included in the report as a general item
3.2.1 Problem A	YES	YES	-	Chicane will be redesigned to accommodate shared use at detailed design. The recommendation will be included in the report
3.2.2 Problem B	YES	YES	-	This layout is as per existing layout of the bus stop. If BDBC/HCC feel this is an issue then it can be addressed at detailed design
3.2.3 Problem C	YES	YES	-	Skid surfacing and adequate signing and marking at the junction approach will be provided. Notes added in Drawing No.1895/GA/004 and to be considered in detailed design
3.2.4 Problem D	YES	YES	-	Cycle lanes amended to commence and terminate further north of the junction and centre line is reinstated in the approach. Drawing No.1895/GA/004 amended accordingly
3.3.1 Problem E	YES	NO	This is not a through road for vehicular traffic north of Queen Mary Avenue. Flow data shows low vehicular traffic flows (2205 AADT) but high speeds (41.6mph 85th %). Visually narrowing the road and putting raised tables will aid in slowing traffic	-
3.4.1 Problem F	YES	YES	-	Aspect to be recommended to HCC as part of their improvements works at this location
3.4.2 Problem G	YES	YES	-	Design of any crossing will be in accordance with Hampshire standards and therefore steep gradients will not be built
3.5.1 Problem I	YES	NO	-	The only bus service operating is the service run by the business park. These services loop through the park clockwise and thus do not pass each other where on road cycle lanes are proposed except a 300m section on Crockford Lane. This type of road layout is not unusual
3.5.2 Problem J	YES	NO	This is not an unusual manoeuvre for cyclists to perform and traffic flows are not significant. Cycle lane will be amended to terminate further south to encourage cyclists to move into a primary riding position so they can turn right. Drawing No.1895/GA/008 amended accordingly	-
3.5.3 Problem K	YES	NO	-	The pedestrian and cyclists flows along this section are low and therefore it is unlikely to be an issue. Furthermore the cost of relocating lighting columns is significant and this would reduce funding available for other cycle schemes
3.6.1 Problem L	YES	YES	-	Raised table at the crossing to be added in order to control speeds on the approach as well as signing to warn drivers of the crossing. Drawing No.1895/GA/009 amended accordingly
3.6.1 Problem M	YES	NO	-	We observed users parking where there is no adjacent footway. In this way we are formalising the current informal arrangement. This will ensure users park appropriately. Members of the public are aware of the right of walking on grass

BASINGSTOKE & DEANE CYCLE PATH ROUTE 5

STAGE 1 ROAD SAFETY AUDIT

NOVEMBER 2016

BASINGSTOKE & DEANE CYCLE PATH ROUTE 5

STAGE 1 ROAD SAFETY AUDIT

WSP | Parsons Brinckerhoff

Project no: 70021895
Date: November 2016

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QUALITY MANAGEMENT

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Remarks	Draft	Final		
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Prepared by	Thomas Curson	Thomas Curson		
Signature				
Checked by	Rebecca Neves	Rebecca Neves		
Signature				
Authorised by	Rebecca Neves	Rebecca Neves		
Signature				
Project number	70021895	70021895		
Report number	70021895_01	70021895_01		
File reference				

PRODUCTION TEAM

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WSP | PARSONS BRINCKERHOFF

Audit team leader	Rebecca Neves WSP | Parsons Brinckerhoff
Audit team member	Thomas Curson WSP | Parsons Brinckerhoff

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1 INTRODUCTION

1.1 GENERAL

1.1.1 WSP | Parsons Brinckerhoff has been commissioned by Louise Berridge of WSP | Parsons Brinckerhoff on behalf of Basingstoke & Deane Borough Council to carry out a stage 1 road safety audit of Route 5 of the proposed Basingstoke & Deane Cycle Path. Route 5 of the cycle path connects to the Town Centre route before heading south through Basingstoke before separating and joining to Oakley to the south west and Kempshott to the south of the town.

1.1.2 The road safety audit team membership was the following:

Audit team leader	Rebecca Neves BEng(Hons) CEng MCIHT MSoRSA Principal Engineer WSP | Parsons Brinckerhoff
Audit team member	Thomas Curson BSc (Hons) MCIHT Transportation Planner WSP | Parsons Brinckerhoff

1.1.3 The audit took place on site in Basingstoke with the safety audit team walking the length of the proposed route. The audit was completed on 10 November 2016 by Rebecca Neves and Thomas Curson of WSP | Parsons Brinckerhoff and the team were on site between 0900 and 1700. The weather conditions during the site visit were mainly dry, with some light showers in the early afternoon. Traffic and pedestrian flows varied due to the time spent on site and area travelled. Cyclist flows were observed to be low throughout.

1.1.4 The Road Safety Audit also included an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.5 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/15.

1.1.6 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.2 PURPOSE OF SCHEME

1.2.1 WSP | Parsons Brinckerhoff are undertaking a feasibility study into the provision of a new cycle route in Basingstoke along two corridors into Basingstoke Town Centre

(Route 5, audited here, and Route 1) as well as through the town centre. The purpose of the study is to identify where there is a need to address current provision for cyclists across Basingstoke to encourage cycling, provide better links for cyclists and improve safety for cyclists.

2

PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

2.1.1 The Audit Team has not been made aware of any previous road safety audits carried out on this scheme.

3 PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

For ease of reference, the problems raised in this audit are listed geographically:

3.1 GENERAL SCHEME-WIDE PROBLEMS

3.1.1 PROBLEM A - ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

Location: Cycle repeater markings throughout the scheme

Summary: Drivers joining the section of on-carriageway cycle route from side roads may be unaware of cycles and join the carriageway without looking for cyclists properly.

Detail: Where the cycle route is located on carriageway there are numerous side roads that drivers join from and they may not be aware of cyclists on the main carriageway and pull into the junction at inappropriate moments, resulting in vehicle/cycle collisions.

RECOMMENDATION

It is recommended the cycle repeater signs are staggered and placed (where applicable) close to the mouth of junctions to highlight to drivers entering the main road they are emerging onto a cycle route.

3.1.2 PROBLEM B – NON MOTORISED USER PROVISION

Location: Existing carriageways and footways throughout scheme

Summary: Location of stats covers and condition of carriageway/footway could result in cyclists making sudden change of direction resulting in side swipes or pedestrian/cycle collisions or loss of control.

Detail: It was observed that during the site visit there were several existing sections of carriageway (for on road sections of the route) and footway where there are protruding stats covers and potholes. Potholes and stats covers increase the risk of a cyclist losing control either by riding through a pothole or over a stats cover, or by swerving at the last minute to avoid one. Cyclists swerving late to avoid an obstacle could also lead to them pulling out into the path of a vehicle or pedestrians resulting in collisions.

RECOMMENDATION

It is recommended that statutory undertaker covers are reset to the same level as the footway / carriageway and the carriageway resurfaced at locations where it had deteriorated to provide an unobstructed route for cyclists.

3.1.3 PROBLEM C – NON MOTORISED USER PROVISION

Location: Gully covers where the cycle route is on-carriageway throughout

Summary: Existing gully covers not cycle-friendly throughout the scheme and could lead to cyclist loss of control collisions or cycle/vehicle collisions.

Detail: Existing gully covers throughout the scheme where the cycle route is on-carriageway are not cycle-friendly and may result in loss of control collisions involving cyclists. Gully covers not flush with the carriageway create a protrusion which cyclists can hit, causing them to lose control, whilst gully covers with large gaps or made of unsuitably slippery material could also likewise cause a loss of control. Collisions may also occur if cyclists swerve late to avoid a gully they perceive as unsafe to ride over, which could lead to loss of control or cycle / vehicle collisions.

RECOMMENDATION

It is recommended that on all on-carriageway sections of the cycle route, existing gully covers are replaced with cycle-friendly covers.

3.1.4 PROBLEM D – NON MOTORISED USER PROVISION

Location: Existing footways throughout the scheme

Summary: Insufficient width of shared use footways throughout the scheme could lead to pedestrian/cyclist collisions or cyclist/ vehicle collisions

Detail: There are several locations where the proposed shared use footway is narrow and would make it difficult for two cyclists to pass each other or a cyclist to pass a pedestrian with a pushchair. This could lead to collisions on the footway between cyclists / pedestrians or cause cyclists to go onto the carriageway unexpectedly where they might be hit by a vehicle.

In locations where there is anticipated to be high footfall, in particular close to schools or Basingstoke football club, conflict potential between cyclists and pedestrians is increased, as is the risk of pedestrian/cycle collisions.

RECOMMENDATION

It is recommended that wherever possible shared use footways have a minimum width of 3m.

3.1.5 PROBLEM E – NON MOTORISED USER PROVISION

Location: Crossing islands/refuges Western Way and Woodbury Road

Summary: Insufficient widths on islands/refuges throughout the scheme could result in cyclists being clipped whilst waiting in the middle of the road to cross.

Detail: The design drawings detail proposals to widen existing pedestrian refuges in several locations along the route as on the Western Way arm north of the Brighton Hill Roundabout. The drawings do not specify how large the refuge islands will become and they are currently not sufficiently wide or long enough to accommodate two cyclists waiting at the same time without being partially on the carriageway. If the refuge islands are not made long and wide enough there is a risk of a cyclist being struck whilst waiting on the refuge island by a passing vehicle.

RECOMMENDATION

It is recommended that all pedestrian refuges are made wide and long enough to cater for two cyclists or a cyclist / pedestrian with pushchair to wait simultaneously on the refuge whilst still maintaining adequate running lane widths for vehicles.

3.1.6 PROBLEM F – NON MOTORISED USER PROVISION

Location: Bus shelters along the route

Summary: Visibility and width issues at bus shelters could lead to collisions between pedestrians and cyclists.

Detail: Shelters restrict visibility to/from cyclists and pedestrians may step out unexpectedly when they see a bus approaching resulting in pedestrian/cycle collisions.

It is proposed to direct the shared cycleway in front of the existing bus shelters which are located at the back of footways. A pedestrian waiting in the bus shelter for a bus may only be looking in one direction for the approaching bus, and step out into the path of a cyclist, with neither able to see each other. Visibility to/from a pedestrian waiting in the bus shelter may further be restricted by the end panels of the shelter. A bus passenger alighting at the stop may step onto the footway unaware of approaching cyclists and pedestrian/cycle collisions may occur.

There are also width issues at bus shelters with potential pinch points where if there were pedestrians waiting for a bus there would not be enough space for a cyclist to safely pass on the shared use footway, increasing the risk of conflicts between cyclists and pedestrians.

RECOMMENDATION

It is recommended that a consistent approach to bus shelters throughout the scheme be provided. This could mean relocating all bus shelters closer to the kerb, and routing the cycle route around the rear of the bus shelter.

3.1.7 PROBLEM G – NON MOTORISED USER PROVISION

Location: Ramps and slopes at subways

Summary: Cycle routes use ramps with no speed reducing features which could lead to collisions between cyclists and pedestrians.

Detail: The proposed shared cycleway utilises existing subways where the existing approach and exits to the subway are generally quite steep with no physical features to prevent cyclists gaining speed whilst going down the ramps. This could result in cyclists travelling at inappropriate speeds at locations where conflicts with pedestrians are likely, which could result in pedestrian/cyclist collisions. Cyclists travelling down the ramps will not always be able to see pedestrians in the subway, and vice versa, which further increases the risk of a collision as cyclists may not feel a need to slow down if they cannot see a pedestrian.

RECOMMENDATION

It is recommended that measures be installed to prevent cyclists from gaining excessive speed on ramps down to subways.

3.1.8 PROBLEM H – NON MOTORISED USER PROVISION

Location: Subways throughout the scheme

Summary: Insufficient headroom in subways could lead to cyclists sustaining injuries whilst cycling through

Detail: The cycle route utilises four existing subways, three on the Winchester Road roundabout and the fourth to the south of Basingstoke near Quilter Road (drawing no. 1895/GA/024). If there is insufficient headroom in the subways for a cyclist, this could result in a cyclist sustaining head injuries due to a lack of vertical clearance.

RECOMMENDATION

It is recommended that the designer ensure headroom in subways is at least 2.4m, and if not, cyclists dismount signs may have to be installed so cyclists have to walk their bicycles through subways.

3.2 SHARED USE PATH ADJACENT TO BASINGSTOKE & HANTS CRICKET CLUB, DRAWING NO. 1895/GA/021

3.2.1 PROBLEM I - ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

Location: Shared use footway east of cricket club grounds

Summary: Inadequate lighting along shared use path adjacent to cricket ground could lead to collisions between cyclists and pedestrians in the dark.

Detail: The proposed shared use footway which skirts around the Basingstoke & North Hampshire Cricket Club is an existing footway with inadequate lighting for pedestrians and cyclists using it, especially considering there are a few sharp corners which make for very dark sections of the footway. The design drawings do not currently show any new lighting to be installed and if this were to be the case, the lack of lighting increases the risk of cyclists colliding with pedestrians or other cyclists, especially at corners, due to not being able to see each other.

RECOMMENDATION

It is recommended that additional lighting is provided along this section of the shared use path.

3.3 EXISTING FOOTPATH THROUGH OLD DOWN PARK, DRAWING NO. 1895/GA/023

3.3.1 PROBLEM J – NON MOTORISED USER PROVISION

Location: Tie in between paths in Old Down Park

Summary: Risk of loss of control for cyclists due to trip hazard where paths meet

Detail: In Old Down Park at the south of the scheme, the proposed path joins with an existing cycle path. Where the two paths meet, there is a risk of cyclists losing control due to a raised ‘lip’ which marks the edge of one path, which represents a trip hazard for cyclists going from one path to another.

RECOMMENDATION

It is recommended that tie in between the two paths is re-graded to provide a consistent transition gradient.

3.3.2 PROBLEM K – NON MOTORISED USER PROVISION

Location: Northern end of existing footpath through Old Down Park

Summary: Pinch point at northern entrance to footpath through Old Down Park increases risk of cyclist/pedestrian collisions.

Detail: The proposals include utilising the existing footpath in the Old Down Park and re-designating it as a shared-use path. The start of the shared-use path adjacent to the hall currently has bollards and a cycle stand which separate the existing footpath from the car park. These obstacles create a pinch point at the start of the proposed path with not enough space for two cyclists or a cyclist and a pedestrian to pass through at the same time. This pinch point could lead to collisions between cyclists and pedestrians due to the lack of space in which they can pass.

This issue is exacerbated by visibility issues, as cyclists approaching the pinch point from the park will not be able to see another cyclist or pedestrian coming around the corner to join the path, due to the corner of Old Down Hall obscuring the view. This increases the risk of a collision between a cyclist and pedestrian or two cyclists.

The pinch point problem is also exacerbated by the gradient at this end of the path. Cyclists approaching the pinch point from the park could be travelling downhill fast and may not be able to stop before reaching the obstacles, again increasing the risk of a collision here.

RECOMMENDATION

It is recommended that the pinch point be addressed by removing the obstacles from this end of the path to enable two cyclists or a cyclist and a pedestrian to safely pass each other. To reduce the speed of cyclists down the slope, chicane features could be installed on approach to the pinch point.

3.4 PENRITH ROAD ON-CARRIAGEWAY SECTION, DRAWING NO. 1895/GA/020

3.4.1 PROBLEM L – NON MOTORISED USER PROVISION

Location: On-carriageway section on Penrith Road

Summary: Insufficient width on Penrith Road between parked cars for a vehicle to overtake a cyclist may result in vehicle / cycle collisions

Detail: The proposed cycle route utilises Penrith Road, with a proposed section of advisory on-road cycle lane ending just north of Bramblys Drive. North of the advisory cycle lane the carriageway becomes narrow with parking bays marked on both sides of the carriageway. There is insufficient space for two cars to pass each other in this section when cars are parked in these bays. The effective width of the carriageway between parked cars is unknown and vehicles may be tempted to overtake cyclists when there is insufficient width forcing cyclists into parked cars.

When the parking bays are at capacity, there are few passing places within this section of the carriageway. If two vehicles meet in opposing directions, drivers were seen to reverse for some distance to allow a vehicle to pass. The likelihood of this increased during the peak hours when queuing from the junction formed for some distance through the parking bays area. If there are increased numbers of cyclists using this route, they may not be seen by a reversing vehicle and result in a vehicle / cycle collision.

RECOMMENDATION

It is recommended that additional passing places be provided on both sides of the carriageway so cyclists are not trapped between passing cars and parked cars.

3.5 WINCHESTER ROAD OPPOSITE BRIGHTON HILL RETAIL PARK, DRAWING NO. 1895/GA/018

3.5.1 PROBLEM M – ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

Location: Northern footway of Winchester Road, opposite entrance to Retail Park

Summary: Signal pole which creates pinch point cannot be relocated closer to kerb as shown on drawings

Detail: The existing signal pole, which has crossing signals for pedestrians on it, creates a pinch point with only approximately 1m of footway space in this location. The proposals show the guardrail in this location will be removed and the signal pole relocated closer to the kerb. However, as the pole has signal heads on it, it cannot be relocated closer to the kerb as it could be hit by passing tall vehicles as it would overhang the carriageway. If the signal pole is not relocated, pedestrians or cyclists may step into the carriageway to pass this pinchpoint resulting in pedestrian / cycle / vehicle collisions.

RECOMMENDATION

It is recommended that the kerb is built out to maintain a sufficient width for pedestrians to wait at the crossing point and for cyclists to pass behind; and the signal pole is located so that the signals are not vulnerable to vehicle strikes.

3.6 A30 WINCHESTER ROAD BETWEEN BRIGHTON HILL ROUNDABOUT AND

3.6.1 PROBLEM N – NON MOTORISED USER PROVISION

Location: Proposed shared-use footway north and south of Winchester Road

Summary: Width of physical separation between shared path and carriageway

Detail: The A30 Winchester Road has a posted speed limit of 40mph and is without a hard shoulder. Clause 7.22 TA90/05 states “the preferred separation between the NMU route and the carriageway is 1.5m, with an acceptable separation of 0.5m”.

With no verge separating the shared-use footway and carriageway, there is a risk cyclists may accidentally enter the carriageway when there are other users on the footway, especially on sections with substandard width, and then be struck by a vehicle. Cyclists may also ride close to the carriageway where wind created by HGVs could potentially cause cyclists to lose control resulting in a fall or hitting pedestrians.

In addition, cycling or walking close to the road could result in cyclists or pedestrians being struck from behind by the wing mirrors of HGVs or buses.

RECOMMENDATION

It is recommended that the buffer zone be increased wherever practicable.

3.6.2 PROBLEM O – NON MOTORISED USER PROVISION

Location: Winchester Rd/entrance to industrial park, pedestrian island

Summary: Existing street furniture creates pinchpoint for cyclists and pedestrians on refuge resulting in pedestrian/cycle collisions.

Detail: There is an existing controlled crossing at the entrance to the retail park on Winchester Road. The location of the street furniture on the existing central island reduces the effective width available for pedestrians and cyclists and could lead to cycle / pedestrian collisions.

RECOMMENDATION

It is recommended that the central island is widened or the street furniture relocated to ensure sufficient width for two cyclists to pass in the central island.

End of Problems identified and Recommendations for this option in this Stage 1 Audit

4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15:

AUDIT TEAM LEADER

Rebecca Neves
Signed:
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Date: 29 November 2016

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Signed:

Date: 14 November 2016

Tel: 020 7314 4436

Appendix A

DOCUMENT LIST

List of documents and plans considered during this Stage 1 Road Safety Audit

DRAWINGS

- 1895/GA/012 to 1895/GA/024 - Basingstoke & Deane Cycle Path - Route 5 (Sheets 1 to 13)
- 1895/GA/026 – Basingstoke & Deane Cycle Path – Location Plan

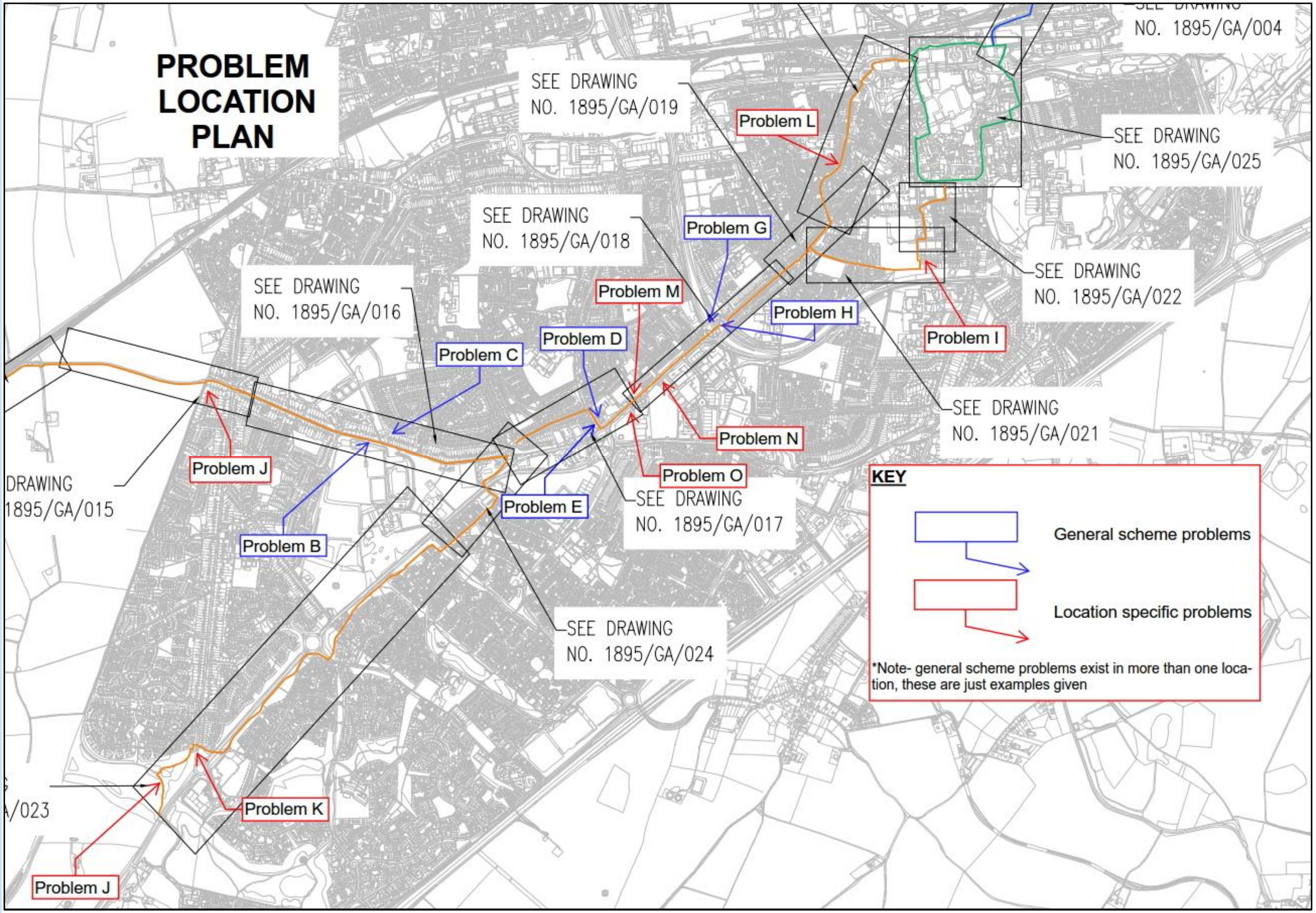
DOCUMENTS

- N/A

Appendix B

PROBLEM LOCATION PLAN

.


PROBLEM LOCATION PLAN
SEE DRAWING NO. 1895/GA/004
SEE DRAWING NO. 1895/GA/019
Problem L
SEE DRAWING NO. 1895/GA/025
SEE DRAWING NO. 1895/GA/018
Problem G
SEE DRAWING NO. 1895/GA/016
Problem M
Problem H
SEE DRAWING NO. 1895/GA/022
Problem D
Problem C
Problem I
SEE DRAWING NO. 1895/GA/021
Problem N
Problem J
Problem O
DRAWING 1895/GA/015
Problem E
SEE DRAWING NO. 1895/GA/017
Problem B
SEE DRAWING NO. 1895/GA/024
/023
Problem K
Problem J
KEY
General scheme problems
Location specific problems
*Note- general scheme problems exist in more than one location, these are just examples given

Para No.	Problem accepted YES/NO	Recommendation Accepted YES/NO	Alternative Measure (describe)	Other Remarks
3.1.1 Problem A	NO	NO	Coloured surfacing will be used where cycle lanes cross junctions	Drivers should be aware of approaching cyclists when pulling out of any junction whenever or not there is on road provision for cyclists or not.
3.1.2 Problem B	YES	YES	-	Item which should be addressed at detailed design. The recommendation will be included in the report as a general item
3.1.3 Problem C	YES	YES	-	Item which should be addressed at detailed design. The recommendation will be included in the report as a general item
3.1.4 Problem D	YES	NO	-	Proposed design achieves maximum possible width based on available space. Further widening would require works that might affect carriageways widths and therefore traffic flows and also an increase in cost. Widths which are below 2m have been highlighted
3.1.5 Problem E	YES	YES	-	Item which will be addressed at detailed design. A note will be added to all refuges highlighting required width. The recommendation will be included in the report as a general item
3.1.6 Problem F	YES	YES	-	Relocating bus shelters to be considered at detailed design. The recommendation will be included in the report as a general item.
3.1.7 Problem G	YES	YES	-	Staggered barrier to be installed on approach ramps to subways. Note added to drawings and recommendation to be included in the report
3.1.8 Problem H	YES	YES	-	The headroom has been measured as 2.3m. BDBC are satisfied with this minor departure form standard
3.2.1 Problem I	YES	YES	-	Note added in Drawing No. 1895/GA/021 about additional lighting along the section of the shared use path
3.3.1 Problem J	YES	YES	-	Transition between paths to be regraded in order to provide consistent gradient. Note added in Drawing No.1895/GA/023
3.3.2 Problem K	YES	YES	-	Recommendation to be taken into consideration at detailed design
3.4.1 Problem L	YES	NO	-	Effective width has not been reduced with the proposed layout as no additional parking bays have been added. Minimum width provided of 4.1m considered enough for drivers to overtake cyclists safely according to Sustrans Design Manual
3.5.1 Problem M	YES	NO	-	Poles to be adjusted to be closer as possible to kerb
3.6.1 Problem N	YES	NO	-	HCC to investigate feasibility of speed reduction in Winchester Road
3.6.1 Problem O	YES	NO	-	Existing pelican crossing 2.4m wide. BDBC should seek to upgrade to toucan as part of the development proposals of adjacent land

BASINGSTOKE & DEANE CYCLE PATH - TOWN CENTRE ROUTE

STAGE 1 ROAD SAFETY AUDIT

NOVEMBER 2016

BASINGSTOKE & DEANE CYCLE PATH TOWN CENTRE ROUTE

STAGE 1ROAD SAFETY AUDIT

WSP | Parsons Brinckerhoff

Project no: 70021895-003
Date: November 2016

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QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	Draft	Final		
Date	14/11/2016	21/12/2016		
Prepared by	J Ackland	J Ackland		
Signature				
Checked by	D Nunoo	D Nunoo		
Signature				
Authorised by	J Ackland	J Ackland		
Signature				
Project number	70021895-003	70021895-003		
Report number				
File reference				

PRODUCTION TEAM

CLIENT

Basingstoke and Deane Borough Council

WSP | PARSONS BRINCKERHOFF

Audit team leader	Jackie Ackland WSP | Parsons Brinckerhoff
Audit team member	David Nunoo WSP | Parsons Brinckerhoff

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2 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS...2

3 PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT 3

4 AUDIT TEAM STATEMENT 11

APPENDICES

APPENDIX A DOCUMENT LIST

APPENDIX B

PROBLEM LOCATION PLAN

1 INTRODUCTION

1.1 GENERAL

1.1.1 WSP | Parsons Brinckerhoff has been commissioned by Louise Berridge, from WSP | Parsons Brinckerhoff Southampton office requiring a Stage 1 Road Safety Audit on Basingstoke and Deane Cycle Path scheme – Town Centre Route. The audit is on behalf of the project sponsor, Basingstoke and Deane Borough Council.

1.1.2 The road safety audit team membership was the following:

Audit team leader	Jackie Ackland MCIHT MSoRSA Associate WSP | Parsons Brinckerhoff
Audit team member	David Nunoo Highway Engineer WSP | Parsons Brinckerhoff

1.1.3 This audit took place at WSP | Parsons Brinckerhoff offices during November 2016, and the site was examined by Jackie Ackland and David Nunoo in daylight hours between 0930 and 1700 on 10th November. The weather condition during the site visit was overcast/ dry. Traffic flows were observed to be moderate, with a light flow of pedestrians and cyclists.

1.1.4 The Road Safety Audit also comprised of an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.5 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/15.

1.1.6 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.2 PURPOSE OF SCHEME

1.2.1 The purpose of this scheme is to upgrade the existing cycle infrastructure, provide on and off-street cycle facilities etc. to improve the existing cycle network.

2

PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

2.1.1 The Audit Team has not been made aware of any previous road safety audits carried out on this scheme.

3 PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM A

Location: Ramps and slopes at footbridges and subways

Summary: Cycle routes use ramps where there are no speed reducing features

Detail: Throughout the town centre route, there are a number of locations where the proposed route enters subways or crosses footbridges. The ramps are generally quite long and steep without level platforms, or other features to prevent cyclists from gaining speed. This could result in cyclists travelling at inappropriate speeds at points where they may be in conflict with pedestrians, and where there is limited intervisibility.

This could result in pedestrian / cycle collisions.

RECOMMENDATION

It is recommended that measures are installed to prevent cyclists from gaining excessive speed at ramps to subways and footbridges

3.2 ALIGNMENT

3.2.1 PROBLEM B

Location: Chequers Road
Summary: Cyclists in Contraflow in on road route

Detail: The proposed cycle route uses Chequers road in contraflow between New Road and Goat Lane. At the bend in Chequers Road there is a parking bay on the west side of the north / south arm. Cyclists turning around the bend may not be seen by drivers passing the parking bay, or those leaving the parking bay may pull straight forward into the bend without seeing a cyclist heading east into the bend.

This could result in cycle / vehicle collisions.

RECOMMENDATION

It is recommended that the parking bay is shortened to improve visibility, and a build out is provided to prevent drivers from driving forward out of the parking bay.

3.2.2 PROBLEM C

Location: New Road

Summary: Width of traffic lane varies and may encourage overtaking

Detail: The width of the single traffic lane varies and widens out south of Red Lion Lane. This could encourage overtaking, or could encourage vehicles to attempt to travel in 2 lanes.

This could result in side swipe collisions, or vehicles entering the contraflow cycle lane.

RECOMMENDATION

It is recommended that cycle lane is set out to a variable width to take account of the variances in road width, and the road lane is a constant width that cannot be used in 2 lanes.

3.2.3 PROBLEM D

Location: New Road, junction with Red Lion Road

Summary: road channel and gullies within cycle lane not suitable for cyclists

Detail: The flare lane within the Red Lion Road junction is segregated by a channel formed from channel kerbs and granite setts, and will be incorporated into the cycle facility. These materials are in poor condition and have formed rutts that could form a hazard for cyclists to cross. In addition, the gulley gratings in this area are not cycle friendly. These features could cause cyclists to fall off.

RECOMMENDATION

It is recommended that gully gratings and other non-cycle friendly features are replaced throughout the scheme.

3.3 JUNCTIONS

3.3.1 PROBLEM E

Location: Junction of Chequers Road with New Road

Summary: Shared footway is too narrow at the corner for shared use

Detail: Cyclists may be approaching the shared use footway at the corner of new Road from both directions, as well as pedestrians. The footway is only 2m in width and there is limited intervisibility at the corner. If cyclists meet at the corner, or if pedestrians meet a cyclist, it may be difficult for both to negotiate the corner and cyclists making the turn may lose balance and fall into the road, or may hit a pedestrian.

RECOMMENDATION

It is recommended that the south eastern kerbline at the junction is realigned to provide a wider shared footway at the corner.

3.3.2 PROBLEM F

Location: Existing traffic signal junction, New Road junction with London Road

Summary: Cyclists approaching the junction from the south or east without changing the layout to two way.

Detail: The existing signalised junction is not shown on the drawing. There is no indication of how this will be changed to take account of the contraflow cycling.

Cyclists approaching from the south will not have a red signal and may ride straight through the junction when pedestrians are crossing on a green man. This could result in cycle / pedestrian conflicts.

Cyclists approaching from the east that currently have to turn left with all other traffic may wish to turn right into the contraflow. There is no indication of how this will be accommodated within the road space in London Road. This could result in cyclists / vehicle conflicts.

Pedestrians used to crossing the north arm of the junction when the London Road arm is at green may not be expecting cyclists to turn right out. This could lead to pedestrian / cycle conflicts.

There is no indication of how cyclists will turn right from the cycle lane into London Road. This could lead to cycle / vehicle conflicts.

RECOMMENDATION

It is recommended that the junction be altered to take account of two way working for cyclists.

3.3.3 PROBLEM G

Location: Existing traffic signal junction, Victoria Street junction with Winchester Street

Summary: Cyclists approaching the junction from the north or west without changing the layout to two way.

Detail: The existing signalled junction is not shown on the drawing. There is no indication of how this will be changed to take account of the contraflow cycling.

Cyclists approaching from the north will not have a red signal and may ride straight through the junction when pedestrians are crossing on a green man. This could result in cycle / pedestrian conflicts.

Cyclists approaching from the west that currently have to turn left may wish to turn right into the contraflow. There is no indication of how this will be accommodated within the signal stage. This could result in cyclists / vehicle conflicts.

Pedestrians used to crossing the south arm of the junction when the Winchester Road arm is at green may not be expecting cyclists to turn right out. This could lead to pedestrian / cycle conflicts.

There is no indication of how cyclists will turn right from the cycle lane into Winchester Road. This could lead to cycle / vehicle conflicts.

RECOMMENDATION

It is recommended that the junction be altered to take account of two way working for cyclists.

3.4 NON MOTORISED USER PROVISION

3.4.1 PROBLEM H

Location: New Road, Victoria Street and New Street – Contraflow Cycle lane

Summary: Traffic crossing cycle lane and other Kerbside activity in conflict

Detail: The scheme proposes to use light segregation in the form of armadillos to create the contraflow cycle lane around the southern section of the town centre ring road, reducing it from two lanes to a combination of 1 and two lanes for general traffic.

Alongside the cycle lane are several junctions, dropped kerbs, and premises that may attract kerbside activity adjacent to the proposed cycle lane, which is contraflow with light segregation in the form of armadillos. Some of the junctions are public car park accesses that may attract high numbers of vehicle movements.

Cyclists using the contraflow cycle lane past these junctions/accesses may not be noticed by drivers looking for gaps in the traffic and collisions could occur. Drivers slowing down to access these junctions may not see cyclists approaching, or if they do, they may stop suddenly in locations where drivers following behind may not expect it, resulting in shunts.

Vehicles entering the car parks may at busy times have to queue to enter the car parks, blocking the cycle lane. Cyclists may be forced to go around them, into the path of oncoming vehicles, where they may be at risk of colliding with vehicles.

Due to the one way arrangement, vehicles entering the side roads on the right have to perform a “hooking manoeuvre” with those exiting the junctions, which could add to the complexity of movements that cyclists have to deal with, and increase the risk that drivers may not be paying attention to the presence of cyclists in contraflow.

In addition, there are several commercial properties that may require loading and unloading access, including at least one that has a dropped kerb, apparently for this purpose. If this loading activity continues, cyclists may have no choice but to cycle around vehicles that are stopped alongside the kerb or on the footway, in conflict with oncoming traffic.

RECOMMENDATION

It is recommended that the use of the pedestrianised streets through Winchester Street, London Street, Church Street, Wote Street and Red Lion Lane are fully explored before committing to the contraflow lane.

If these routes are not viable then then it is recommended that the conspicuity of the cycle route is maximised through the use of colour contrast and other physical measures to support the light segregation.

3.4.2 PROBLEM I

Location: New Road, Victoria Street and New Street – Contraflow Cycle lane

Summary: Cyclists joining contraflow cycle lane from other junctions in conflict with traffic, or leaving the cycle lane to access side roads on the opposite side of the road.

Detail: There is no detail provided regarding cyclists joining the route from the other side road junctions throughout the length of the contraflow route. There are a number of junctions, accesses and other trip generators that cyclists could wish to join from, some of which will involve crossing two lanes of traffic. Light segregation using armadillos affords cyclists the opportunity to join or leave the cycle lane at any point.

Without making proper provision for these movements, this could result in cycle / vehicle collisions, or shunts on the approach due to sudden sharp braking.

RECOMMENDATION

It is recommended that a detailed movement plan is developed to identify cycle movements and cater for them.

3.4.3 PROBLEM J

Location: New Road, Victoria Street and New Street – Contraflow Cycle lane

Summary: Potential use by 2 way cyclists due to lack of provision for with-flow cyclists

Detail: There is no specific provision for cyclists travelling in the same direction as general traffic. This could lead to cyclists using the contraflow facility in the wrong direction, particularly if they view this as being a safer option that staying in the road with general traffic. This could lead to cycle / cycle collisions, and at locations where the cycle lane crosses signalled junctions and crossings, could lead to cycle collisions with pedestrians or with other vehicles.

At busy times this could lead to cyclists having to move between the cycle lane and the road where drivers may not expect it, leading to cycle collisions with other vehicles, or shunts on the approach due to sudden braking.

RECOMMENDATION

It is recommended that the cycle lane be widened to allow for two way cycling; if this cannot be accommodated, the cycle lane and other routes should be sufficiently legible that cyclists in the direction of traffic are able to fully understand where they should go and how to do it as safely as possible.

3.4.4 PROBLEM K

Location: New Road, north end of contraflow cycle lane

Summary: No protection or guidance at the end of the contraflow

Detail: At the north end of the proposed contraflow cycle lane there is no build out to provide access to the western footway and the toucan crossing. There is no kerb build out on the approach to guide vehicles into a single lane prior to the contraflow.

It is not clear within the layout shown how cyclists will be informed that they cannot continue north in contraflow.

Unless it is clear to all road users, this facility could result in vehicle / cycle collisions both on the approach and within the contraflow area, and side swipe collisions between vehicles attempting to proceed in two lanes through the crossing.

RECOMMENDATION

It is recommended that New Road is reduced to a single lane on the approach to the crossing and the additional space is used to improve the link between the crossing and Chequers Road, and to provide a buildout from which cyclists can access the crossing.

3.4.5 PROBLEM L

Location: New Road, north end of contraflow cycle lane south of Chequers Road.

Summary: Cyclists approaching one way toucan from the opposite direction without changing the layout to two way.

Detail: The existing toucan crossing is shown on the drawing in its current layout. Cyclists approaching from the south will not have a red signal and may ride straight through the crossing when pedestrians are crossing on a green man.

This could result in cycle / pedestrian conflicts.

RECOMMENDATION

It is recommended that the route cyclists are expected to take is clearly defined and the toucan crossing infrastructure is amended accordingly.

3.4.6 PROBLEM M

Location: Existing Puffin Crossing, New Road

Summary: Cyclists approaching one way puffin from the opposite direction without changing the layout to two way.

Detail: The existing puffin crossing is not shown on the drawing. There is no indication of how this will be changed to take account of the contraflow cycling.

Cyclists approaching from the west will not have a red signal and may ride straight through the crossing when pedestrians are crossing on a green man.

This could result in cycle / pedestrian conflicts.

RECOMMENDATION

It is recommended that the crossing be altered to take account of two way working for cyclists.

3.4.7 PROBLEM N

Location: Footbridge Ramps crossing A3010 Churchill Way East

Summary: Dog-leg on narrow ramps unsuitable for cycling

Detail: The cycle route crosses Churchill Way East via a footbridge which has narrow approach rams that involve two tight 180^o bends on a slope. These will be very difficult for cyclists to negotiate, particularly at busy times when pedestrians are present. This could result in pedestrian and cycle conflicts.

RECOMMENDATION

It is recommended that slow markings and signs are provided to warn cyclists to slow down around the bends. (It is considered unrealistic to expect all cyclists to dismount).

3.4.8 PROBLEM O – Non Motorised Users (NMU’s)

Location: Southern access at footbridge over A3010 Churchill Way East

Summary: Short offset distance between staggered barriers.

Detail: The existing offset distance between the staggered barriers at the entry point of the footbridge is 1.2m. The narrow chicane depth currently discourages cycling through the chicane. When this route is converted to shared use this could potentially result in cyclists losing control and falling off as they navigate through the barriers.

RECOMMENDATION

It is recommended that redesign the chicane to accommodate for cyclists and other mobility-impaired users.

3.4.9 PROBLEM P- NMU’s

Location: Alencon Link

Summary: Conflict between vehicular traffic and cyclists.

Detail: The introduction of cycle lanes reduces the available width for two way traffic to 4.8m, and it is proposed that the centreline is removed. This is the main link serving bus routes to and from the station forecourt area and the width between the cycle lanes is not wide enough for two buses to pass. Removing the centreline will encourage vehicles to drive towards the centre of the available width when there are no cycles present, and encroach on the cycle lanes to pass each other.

No information has been provided on the traffic volumes using this link, however, at peak periods there could be instances where drivers are not clear on where to position their vehicles, and this could result in head on collisions and shunts if they are forced to brake suddenly.

RECOMMENDATION

It is recommended that the traffic volumes and numbers of buses / HGVs are checked, and if the volumes are high, cycle lanes are removed and cycle logos only are provided.

3.5 LIGHTING, SIGNING AND ROAD MARKINGS

No problems of this type have been identified as part of this audit.

End of Problems identified in this Stage 1 Audit

4 AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

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Date: 17th November 2016

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Signed:

Date: 17th November 2016

Appendix A

DOCUMENT LIST

List of documents and plans considered during this Stage 1 Road Safety Audit

DRAWINGS

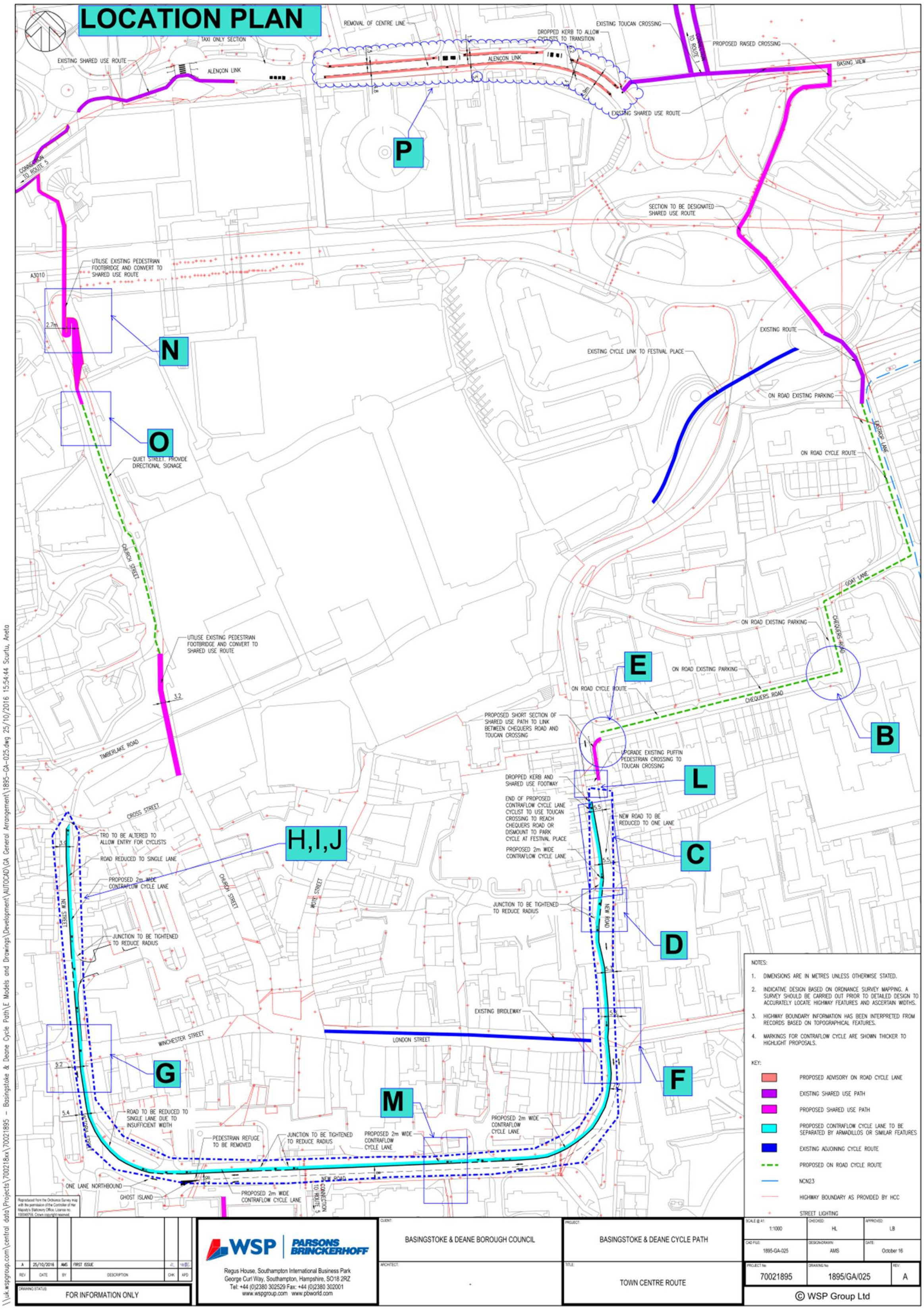
- DRAWING NO 1895/GA/025 Rev A

DOCUMENTS

- N/A

Appendix B

PROBLEM LOCATION PLAN


LOCATION PLAN
TAXI ONLY SECTION
EXISTING SHARED USE ROUTE
ALENCON LINK
REMOVAL OF CENTRE LINE
DROPPED KERB TO ALLOW CYCLISTS TO TRANSITION
EXISTING TOUCAN CROSSING
TO ROUTE 3
PROPOSED RAISED CROSSING
BASING VIEW
EXISTING SHARED USE ROUTE
CONNECTION TO ROUTE 5
P
SECTION TO BE DESIGNATED SHARED USE ROUTE
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE AND CONVERT TO SHARED USE ROUTE
A3010
2.7m
N
EXISTING ROUTE
EXISTING CYCLE LINK TO FESTIVAL PLACE
ON ROAD EXISTING PARKING
O
QUIET STREET. PROVIDE DIRECTIONAL SIGNAGE
ON ROAD CYCLE ROUTE
EASTROP LANE
CHURCH STREET
GOAT LANE
ON ROAD EXISTING PARKING
CHEQUERS ROAD
UTILISE EXISTING PEDESTRIAN FOOTBRIDGE AND CONVERT TO SHARED USE ROUTE
E
ON ROAD EXISTING PARKING
ON ROAD CYCLE ROUTE
3.2
PROPOSED SHORT SECTION OF SHARED USE PATH TO LINK BETWEEN CHEQUERS ROAD AND TOUCAN CROSSING
B
TIMBERLAKE ROAD
UPGRADE EXISTING PUFFIN PEDESTRIAN CROSSING TO TOUCAN CROSSING
DROPPED KERB AND SHARED USE FOOTWAY
L
CROSS STREET
END OF PROPOSED CONTRAFLOW CYCLE LANE CYCLIST TO USE TOUCAN CROSSING TO REACH CHEQUERS ROAD OR DISMOUNT TO PARK CYCLE AT FESTIVAL PLACE
5.5
NEW ROAD TO BE REDUCED TO ONE LANE
H,I,J
C
TRO TO BE ALTERED TO ALLOW ENTRY FOR CYCLISTS
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
ROAD REDUCED TO SINGLE LANE
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
CHURCH STREET
WOTE STREET
JUNCTION TO BE TIGHTENED TO REDUCE RADIUS
NEW ROAD
NEW STREET
JUNCTION TO BE TIGHTENED TO REDUCE RADIUS
D
EXISTING BRIDLEWAY
WINCHESTER STREET
LONDON STREET
5.7
G
F
M
5.4
ROAD TO BE REDUCED TO SINGLE LANE DUE TO INSUFFICIENT WIDTH
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
PEDESTRIAN REFUGE TO BE REMOVED
JUNCTION TO BE TIGHTENED TO REDUCE RADIUS
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
ONE LANE NORTHBOUND
GHOST ISLAND
NEW ROAD
PROPOSED 2m WIDE CONTRAFLOW CYCLE LANE
CONNECTION TO ROUTE 5
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100049755. Crown copyright reserved.
\\uk.wspgroup.com\central data\Projects\700218xx\70021895 – Basingstoke & Deane Cycle Path\E Models and Drawings\Development\AUTOCAD\GA General Arrangement\1895-GA-025.dwg 25/10/2016 15:54:44 Scurtu, Aneta

NOTES:

1. DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. INDICATIVE DESIGN BASED ON ORDNANCE SURVEY MAPPING. A SURVEY SHOULD BE CARRIED OUT PRIOR TO DETAILED DESIGN TO ACCURATELY LOCATE HIGHWAY FEATURES AND ASCERTAIN WIDTHS.
3. HIGHWAY BOUNDARY INFORMATION HAS BEEN INTERPRETED FROM RECORDS BASED ON TOPOGRAPHICAL FEATURES.
4. MARKINGS FOR CONTRAFLOW CYCLE ARE SHOWN THICKER TO HIGHLIGHT PROPOSALS.

KEY:

🟥	PROPOSED ADVISORY ON ROAD CYCLE LANE
🟪	EXISTING SHARED USE PATH
🟪	PROPOSED SHARED USE PATH
🟦	PROPOSED CONTRAFLOW CYCLE LANE TO BE SEPARATED BY ARMADILLOS OR SIMILAR FEATURES
🟦	EXISTING ADJOINING CYCLE ROUTE
- - -	PROPOSED ON ROAD CYCLE ROUTE
—	NCN23
—	HIGHWAY BOUNDARY AS PROVIDED BY HCC
+	STREET LIGHTING

REV	DATE	BY	DESCRIPTION	CHK	APD
A	25/10/2016	AMS	FIRST ISSUE		

DRAWING STATUS: FOR INFORMATION ONLY

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CLIENT: BASINGSTOKE & DEANE BOROUGH COUNCIL

ARCHITECT: -

PROJECT: BASINGSTOKE & DEANE CYCLE PATH

TITLE: TOWN CENTRE ROUTE

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	HL	LB
CAD FILE:	DESIGN/DRAWN:	DATE:
1895-GA-025	AMS	October 16

PROJECT No:	DRAWING No:	REV:
70021895	1895/GA/025	A

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Para No.	Problem accepted YES/NO	Recommendation Accepted YES/NO	Alternative Measure (describe)	Other Remarks
3.1.1 Problem A	YES	YES	-	Staggered barrier to be installed on approach ramps to subways. Note added to drawings and recommendation to be included in the report
3.2.1 Problem B	YES	YES	-	Note added in Drawing No.1895-GA-025 to shorten the existing parking bay and build out provided to improve visibility at the bend
3.2.2 Problem C	YES	NO	-	A variable width cycle lane would cause a similar issue to cyclists, encouraging them to overtake when there is insufficient space. This issue will be looked at as part of the detailed design.
3.2.3 Problem D	YES	YES	-	Item which should be addressed at detailed design. The recommendation will be included in the report as a general item
3.3.1 Problem E	YES	NO	-	The 2m wide shared use footway is considered sufficiently wide to deal with expected users. The section is only 20m long. If usage increases to a significantly high level, HCC might consider widening it.
3.3.2 Problem F	YES	YES	-	Item which should be addressed at detailed design. The recommendation will be included in the report as a general item
3.3.3 Problem G	YES	YES	-	Item which should be addressed at detailed design. The recommendation will be included in the report as a general item
3.4.1 Problem H	YES	YES	-	Pedestrian and cyclists may be in conflict due to the narrowness of the pedestrianised streets. BDBC have decided that a route through this area would not be feasible. Proposed cycle route to be coloured and signalised in order to avoid any conflict between vehicles and cyclists at junctions, crossings and accesses along New Road. Notes added in Drawing No.1895-GA-025
3.4.2 Problem I	YES	YES	-	Cycle movements plan to be approved by BDBC/HCC
3.4.3 Problem J	YES	YES	-	Provision of road markings and signs to make both cyclists and vehicles understand where they should go and how to do it as safely as possible. Aspect to be addressed at detailed design although a note will be added in Drawing No. 1895-GA-025
3.4.4 Problem K	YES	NO	Provision of physical separation (plastic bollards, armadillo humps and road markings) at the end of the proposed contraflow cycle lane to guide users to the crossing and make drivers aware of the lane width reduction. Note to be added in Drawing No.1895-GA-25	-
3.4.5 Problem L	YES	YES	-	Existing toucan altered to provide a signal on the reverse face for contraflow cyclists. Drawing No.1895-GA-025 amended accordingly
3.4.6 Problem M	YES	YES	-	Existing puffin crossing altered to provide a signal on the reverse face for contraflow cyclists. Drawing No.1895-GA-025 amended accordingly
3.4.7 Problem N	YES	YES	-	Provision of slow markings and signs around the bends to warm cyclists of 180 degrees bend. Notes added in Drawing No.1895-GA-025
3.4.8 Problem O	YES	YES	-	Aspect to be developed in the detailed design although a note will be added in Drawing No.1895-GA-025
3.4.9 Problem P	YES	YES	-	Bus drivers will be educated as part of the improvement scheme here about passing cyclists

Appendix N

COST ESTIMATION

BASINGSTOKE & DEANE CYCLE PATH

NARRATIVE

Method

The Cost Estimate has been compiled using drawing received as listed in 'DRWS Received' tab. The rates used, primarily, are from SPON'S CIVIL ENGINEERING AND HIGHWAY PRICE BOOK 2016 or historic rates deemed to be appropriate for the size and nature of the scheme.

Caveats and Assumptions

No allowance has been made for works associated with statutory undertakers diversions

It has been assumed that all excavated material is U1A. No allowance has been made for the treatment and removal of contaminated/hazardous material, such as ASBESTOS in any part of this estimate

Due to the design detail provided an Optimism Bias of 44% had been applied in accordance with HM Treasury Green Book (Supplementary Guidance).

Contractor's Overhead costs are not included within the rates as stated in part 1, p49 of SPONS. This is indicative only and will vary between tenderers. This percentage covers estimating and commercial management, planning and design, purchasing, surveying, insurance, wages and bonses and site safety It recommends a percentage of 5% to 10%. An assumed 5% has been applied

The level of profit is governed by the degree of competition, but recommends an addition of 5% to 15% onto net turnover. An assumed 10% has been applied.

In relation to Preliminaries; where no detailed information is available, it is suggested that when preparing a preliminary estimate an addition of between 15% and 35% of net contract value is made to cover contractor's oncosts, both time and non time related. An assumed 35% is included.

VAT is excluded.

Client preparation and supervision costs are **excluded.**

Assumed shared cycle paths have signs every 50m.

Cycle Symbols only - no pedestrian symbols throughout all schemes.

No Symbols on Shared use paths only Signs.

Clarified with Helen Littler - 18/11/16 - All Road markings in town centre contraflow route to be burnt off and re-laid

Clarified with Helen Littler - 18/11/16 - Centre line to be burnt off in on-road cycle lane areas.

Clarified with Helen Little - 18/11/16 - Only Cycle symbols shown on drawings.

Clarified with Helen Little - 18/11/16 - No markings on shared use paths, Only signs.

BASINGSTOKE & DEANE CYCLE PATH - COST ESTIMATE SUMMARY

	CONSTRUCTION COST	CONTRACTORS OH&P @15%	SUB TOTAL	PRELIMINARIES @ 35% (INC T.M.)	SUB TOTAL	OPTIMISM BIAS @ 44%	ESTIMATED CONSTRUCTION COST
Route 1	£ 297,449.58	£ 44,617.44	£ 342,067.01	£ 119,723.46	£ 461,790.47	£ 203,187.81	**£ 664,978.28**
Route 5	£ 320,106.02	£ 48,015.90	£ 368,121.93	£ 128,842.67	£ 496,964.60	£ 218,664.42	**£ 715,629.03**
Town Centre	£ 93,226.57	£ 13,983.98	£ 107,210.55	£ 37,523.69	£ 144,734.24	£ 63,683.07	**£ 208,417.31**

BASINGSTOKE & DEANE CYCLE PATH - ROUTE 1

COST ESTIMATE BREAKDOWN

21/11/2016

SERIES	ITEM	QUANTITY	UNIT	RATE	AMOUNT		COMMENTS/NOTES
							RATES FROM SPON'S CIVIL ENGINEERING AND HIGHWAY WORKS 2016, UNLESS SPECIFIED
200	SITE CLEARANCE						
	General site Clearance	4.782	ha	6022.85	£ 28,801.27		
	Take up or down and remove to tip off site kerbs	70	m	5.92	£ 414.40		Historic Rate
	Take up or down and remove to tip off site tactile paving	4	m^2	5.92	£ 23.68		Historic Rate
	Take up or down and remove to tip off site bollards	3	no	30.00	£ 90.00		Historic Rate
	Take up or down and remove to tip off site pedestrian crossing heads (pair)	2	no	60.00	£ 120.00	£ 29,449.35	Historic Rate
600	EARTHWORKS						
	Excavation of unacceptable material Class U1A in cutting and other excavation	655	m^3	4.64	£ 3,039.20		Based on backacters and tractor loader with ripper
	Extra over excavation for excavation in Hard Material in cutting and other excavation	328	m^3	76.12	£ 24,929.30		Assumed 50% E.O Hard
	Disposal of unacceptable material Class U1A for less than 1km haul	655	m^3	4.84	£ 3,170.20		
	add for upto 10km	655	m^3	18.18	£ 11,907.90		Excludes landfill tax
	Add for tipping charge based on non hazardous waste	655	m^3	31.52	£ 20,645.60		
	Imported topsoil class 5B	160	m^3	23.16	£ 3,705.60		
	Topsoiling 300mm thick to surfaces sloping more than 10^o to the horizontal - Regrade verges	533	m^2	8.13	£ 4,335.57		Pro-rata Rate
	Completion of formation	3,182	m^2	1.14	£ 3,627.48	£ 75,360.85	
700	PAVEMENTS						
	Dense asphalt concrete binder, 60mm thick in carriageway, hardshoulder and hardstrip.	824	m^2	13.76	£ 11,339.89		
	Surface course, 40mm thick in carriageway, hardshoulder and hardstrip in carriageway	824	m^2	11.86	£ 9,772.64		
	Regulating Binder Course	195	t	67.13	£ 13,090.35		Historic Rate
	Tack Coat to Dft clause 920	824	m^2	0.86	£ 708.64		
	Cold Milling pavement 100mm	824	m^2	17.22	£ 14,189.28	£ 49,100.80	
						.	
1100	KERBS, FOOTWAYS & PAVED AREAS						
	Precast concrete kerbs laid to curves not exceeding 12 metres radius (HB2)	58	m	17.82	£ 1,033.56		
	Foundations to Kerbs 300mm x 150mm	58	m	5.48	£ 317.84		
	Footway comprising Type 1 unbound Mixture Subbase 200mm thick dense macadam binder with 20mm aggregate 50mm thick and dense macadam surface course with 6mm aggregate 20mm thick	3120	m^2	32.22	£ 100,525.36		
	Blister tactile paving laid to 30mm sand and 200mm subbase	62	m^2	66.33	£ 4,112.24	£ 105,989.00	
1200	TRAFFIC SIGNS AND ROADMARKINGS						
	Permanent Retroreflective traffic sign, not exceeding 0.25 metres square on one post	37	no	259.09	£ 9,586.33		
	Removal of Road markings	1596	m	2.10	£ 3,351.60		Historic Rate
	Intermittent line in white thermoplastic screed 100mm wide with 300mm line and 150mm gap	69	m	4.20	£ 289.80		Historic Rate
	Intermittent line in white thermoplastic screed 100mm wide with 4000mm line and 2000mm gap	4112	m	0.91	£ 3,741.92		
	Ancillary lines in reflectorized white 150mm wide	62	m	1.04	£ 64.48		
	Cycle Symbol in whote thermoplastic screed - 1215mm high	57	no	15.75	£ 897.75		Historic Rate
	Mini Roundabout Markings in white thermoplastic screed - Circle 3.5m wide	1	no	105.00	£ 105.00		Historic Rate
	Mini Roundabout Markings in white thermoplastic screed - Arrows 4m long	3	no	15.75	£ 47.25		Historic Rate
	Zebra Crossing	2	no	7600.00	£ 15,200.00		
	Permanent bollards	3	no	207.03	£ 621.09	£ 33,905.22	
3000	LANDSCAPE AND ECOLOGY						
	Vegetation Clearance	32	m^2	9.73	£ 311.36		Historic Rate
	Grass Seeding	533	m^2	1.00	£ 533.00	£ 844.36	
	Cleaning of Existing Subway	1	item	2800.00	£ 2,800.00	£ 2,800.00	
	SUB TOTAL					**£ 297,449.58**	
	ADD FOR CONTRACTOR'S OH&P (not included in above rates)	15.00%				**£ 44,617.44**	
	SUB TOTAL					**£ 342,067.01**	
	PRELIMINARIES INCLUDING TRAFFIC MANAGEMENT	35.00%				**£ 119,723.46**	
	SUB TOTAL					**£ 461,790.47**	
	Optimism Bias (HM Treasury Green Book - Supplementary Guidance)	44.00%				**£ 203,187.81**	
	ESTIMATED CONSTRUCTION COST					**£ 664,978.28**	

BASINGSTOKE & DEANE CYCLE PATH

COST ESTIMATE BREAKDOWN - ROUTE 5

21/11/2016

SERIES	ITEM	QUANTITY	UNIT	RATE	AMOUNT		COMMENTS/NOTES
							RATES FROM SPON'S CIVIL ENGINEERING AND HIGHWAY WORKS 2016, UNLESS SPECIFIED
200	**SITE CLEARANCE**						
	General site Clearance	9.000	ha	6022.85	£ 54,205.65		
	Take up or down and remove to tip off site kerbs	26	m	5.92	£ 153.92		Historic Rate
	Take up or down and remove to tip off site guardrail	36	m	11.84	£ 426.24		Historic Rate
	Take up or down and set aside for reuse street sign	1	no	40.00	£ 40.00	£ 54,825.81	
600	**EARTHWORKS**						
	Excavation of unacceptable material Class U1A in cutting and other excavation	39	m^3	4.64	£ 180.96		Based on backacters and tractor loader with ripper
	Extra over excavation for excavation in Hard Material in cutting and other excavation	39	m^3	76.12	£ 2,968.68		
	Disposal of unacceptable material Class U1A for less than 1km haul	39	m^3	4.84	£ 188.76		
	add for upto 10km	39	m^3	18.18	£ 709.02		Excludes landfill tax
	Add for tipping charge based on non hazardous waste	39	m^3	31.52	£ 1,229.28		
	Completion of formation	108	m^2	1.14	£ 123.12	£ 5,399.82	
700	**PAVEMENTS**						
	Cold Milling pavement 60mm	3771	m^2	10.36	£ 39,067.56		
	Speed Humps to SD 702.2	15	no	1150.00	£ 17,250.00	£ 56,317.56	Historic Rate - Lot 9
						.	
1100	**KERBS, FOOTWAYS & PAVED AREAS**						
	Precast concrete kerbs laid to curves not exceeding 12 metres radius (HB2)	26	m	17.82	£ 463.32		
	Foundations to Kerbs 300mm x 150mm	26	m	5.48	£ 142.48		
	Footway comprising Type 1 unbound Mixture Subbase 200mm thick dense macadam binder with 20mm aggregate 50mm thick and dense macadam surface course with 6mm aggregate 20mm thick	100	m^2	32.22	£ 3,221.97		
	Bitumen Macadam Surfacing Binder Course 40mm, Surface Course 20mm thick, sloping at less than 10 degrees to the horizontal.	3771	m^2	22.50	£ 84,847.50		
	Blister Tactile paving laid to 30mm sand and 200mm subbase	26	m^2	66.33	£ 1,724.49	£ 90,399.75	
1200	**TRAFFIC SIGNS AND ROADMARKINGS**						
	Remove from store and re-erect street sign on 1 no tubular steel post	1	no	225.04	£ 225.04		Historic Rate
	Permanent Retroreflective traffic sign, not exceeding 0.25 metres squared on one post	138	no	259.09	£ 35,754.42		
	Removal of Road markings	320	m	2.10	£ 672.00		Historic Rate
	Continuous line in white thermoplastic screed 200mm wide	4	m	1.63	£ 6.52		
	Intermittent line in white thermoplastic screed 100mm wide with 300mm line and 150mm gap	57	m	4.20	£ 239.40		Historic Rate
	Intermittent line in white thermoplastic screed 100mm wide with 4000mm line and 2000mm gap	396	m	0.91	£ 360.36		
	Ancillary lines in reflectorized white 150mm wide	40	m	1.04	£ 41.60		
	Arrows in white thermoplastic screed 4.0m long straight or turning	4	no	26.73	£ 106.92		
	Cycle Symbol in whote thermoplastic screed - 1215mm high	142	no	15.75	£ 2,236.50		Historic Rate
	Upgrade existing crossing to Toucan Crossings	2	no	31000.00	£ 62,000.00	£ 101,642.76	Assumed 50% of new Toucan crossing
3000	**LANDSCAPE AND ECOLOGY**						
	Vegetation Clearance	1184	m^2	9.73	£ 11,520.32	£ 11,520.32	Historic Rate
	SUB TOTAL					**£ 320,106.02**	
	ADD FOR CONTRACTOR'S OH&P (not included in above rates)	15.00%				**£ 48,015.90**	
	SUB TOTAL					**£ 368,121.93**	
	PRELIMINARIES INCLUDING TRAFFIC MANAGEMENT	35.00%				**£ 128,842.67**	
	SUB TOTAL					**£ 496,964.60**	
	Optimism Bias (HM Treasury Green Book - Supplementary Guidance)	44.00%				**£ 218,664.42**	
	ESTIMATED CONSTRUCTION COST					**£ 715,629.03**	

BASINGSTOKE & DEANE CYCLE PATH - TOWN CENTRE

COST ESTIMATE BREAKDOWN

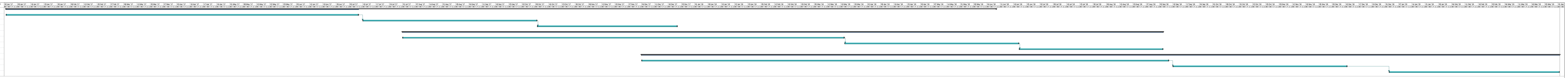
21/11/2016

SERIES	ITEM	QUANTITY	UNIT	RATE	AMOUNT		COMMENTS/NOTES
							RATES FROM SPON'S CIVIL ENGINEERING AND HIGHWAY WORKS 2016, UNLESS SPECIFIED
200	**SITE CLEARANCE**						
	General site Clearance	1.928	ha	6022.85	£ 11,612.05		
	Take up or down and remove to tip off site kerbs	84	m	5.92	£ 497.28		Historic Rate
	Take up or down and remove to tip off site bollards	2	no	30.00	£ 60.00		Historic Rate
	Take up or down and remove to tip off site sign and post	1	no	74.58	£ 74.58	£ 12,243.91	
600	**EARTHWORKS**						
	Excavation of unacceptable material Class U1A in cutting and other excavation	10	m^3	4.64	£ 46.40		Based on backacters and tractor loader with ripper
	Extra over excavation for excavation in Hard Material in cutting and other excavation	10	m^3	76.12	£ 761.20		
	Disposal of unacceptable material Class U1A for less than 1km haul	10	m^3	4.84	£ 48.40		
	add for upto 10km	10	m^3	18.18	£ 181.80		Excludes landfill tax
	Add for tipping charge based on non hazardous waste	10	m^3	31.52	£ 315.20		
	Completion of formation	38	m^2	1.14	£ 43.32	£ 1,396.32	
700	**PAVEMENTS**						
	Type 1 Subbase 150mm Thick	1	m^3	36.94	£ 36.94		
	Base Course DBM 200mm deep	8	m^2	33.76	£ 270.08		
	Dense asphalt concrete binder, 60mm thick in carriageway, hardshoulder and hardstrip.	36	m^2	13.76	£ 495.43		
	Surface course, 40mm thick in carriageway, hardshoulder and hardstrip in carriagway	36	m^2	11.86	£ 426.96		
	Regulating Binder Course	2	t	67.13	£ 134.26		Historic Rate
	Tack Coat to Dft clause 920	28	m^2	0.86	£ 24.08		
	Cold Milling pavement 100mm	28	m^2	17.22	£ 482.16	£ 1,869.91	
						.	
1100	**KERBS, FOOTWAYS & PAVED AREAS**						
	Precast concrete kerbs laid to curves not exceeding 12 metres radius (HB2)	69	m	17.82	£ 1,229.58		
	Foundations to Kerbs 300mm x 150mm	69	m	5.48	£ 378.12		
	Footway comprising Type 1 unbound Mixture Subbase 200mm thick dense macadam binder with 20mm aggregate 50mm thick and dense macadam surface course with 6mm aggregate 20mm thick	60	m^2	32.22	£ 1,933.18		
	Blister Tactile paving laid to 30mm sand and 200mm subbase	10	m^2	66.33	£ 663.26	£ 4,204.14	
1200	**TRAFFIC SIGNS AND ROADMARKINGS**						
	Permanent Retroreflective traffic sign, not exceeding 0.25 metres squared on one post	33	no	259.09	£ 8,549.97		
	Removal of Road markings	642	m	2.10	£ 1,348.20		Historic Rate
	Continuous line in white thermoplastic screed 200mm wide	732	m	0.91	£ 668.56		
	Intermittent line in white thermoplastic screed 100mm wide with 300mm line and 150mm gap	3	m	4.20	£ 12.60		Historic Rate
	Intermittent line in white thermoplastic screed 100mm wide with 4000mm line and 2000mm gap	248	m	0.91	£ 225.68		
	Arrows in white thermoplastic screed 4.0m long straight or turning	15	no	26.73	£ 400.95		
	Cycle Symbol in whote thermoplastic screed - 1215mm high	39	no	15.75	£ 614.25		Historic Rate
	Upgrade existing crossing to Toucan Crossings	1	no	31000.00	£ 31,000.00		Assumed 50% of new Toucan crossing
	Letters in reflectorized white thermoplastic screed - 750mm high	6	no	5.11	£ 30.68		
	Letters in reflectorized white thermoplastic screed - 1600mm high	18	no	10.91	£ 196.38		
	Armadillos in Cycle Lane	1	no	30465.00	£ 30,465.00	£ 73,512.27	build up from previous quotation - £45 each and £790 a day per 20.
	SUB TOTAL					**£ 93,226.57**	
	ADD FOR CONTRACTOR'S OH&P (not included in above rates)	15.00%				**£ 13,983.98**	
	SUB TOTAL					**£ 107,210.55**	
	PRELIMINARIES INCLUDING TRAFFIC MANAGEMENT	35.00%				**£ 37,523.69**	
	SUB TOTAL					**£ 144,734.24**	
	Optimism Bias (HM Treasury Green Book - Supplementary Guidance)	44.00%				**£ 63,683.07**	
	ESTIMATED CONSTRUCTION COST					**£ 208,417.31**	

Appendix O

OUTLINE DELIVERY PLAN

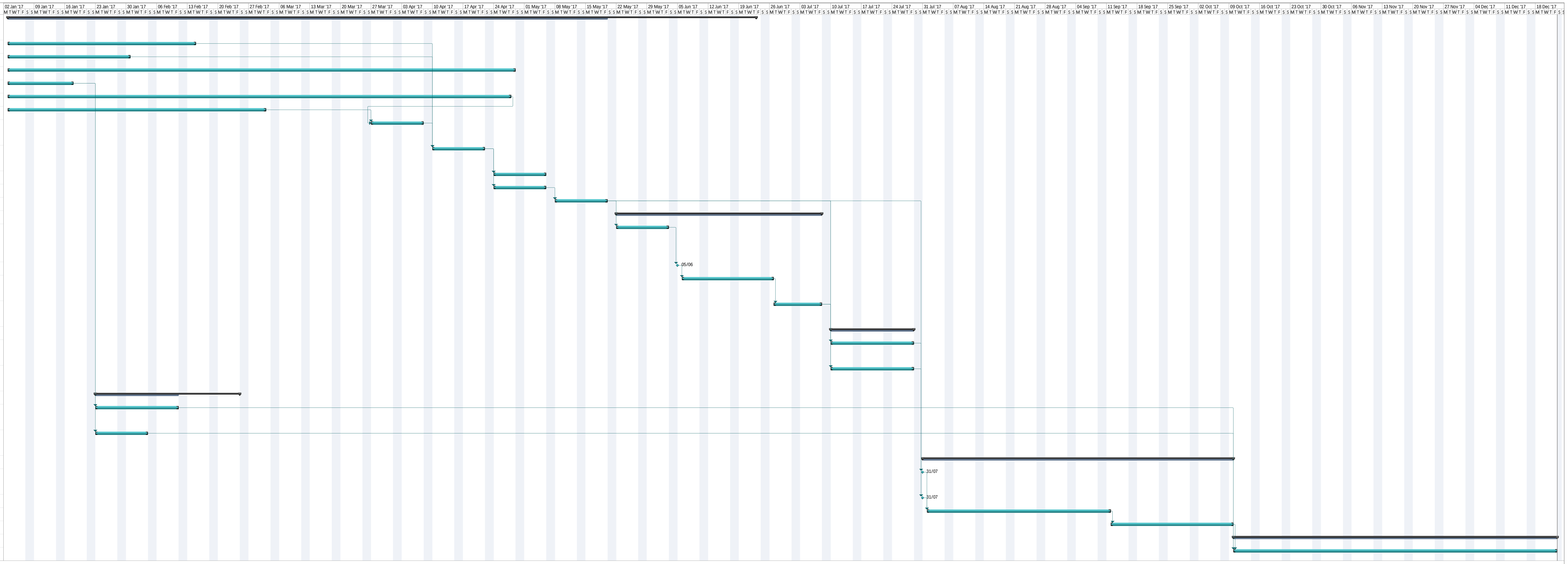
ID		Task Mode	Task Name	Duration	Start	Finish	Predecessors
1			Corridor 1	374 days	Tue 03/01/17	Fri 08/06/18	
2			Design & Consultation	134 days	Tue 03/01/17	Fri 07/07/17	
3			Procurement	66 days	Mon 10/07/17	Mon 09/10/17	2
4			Construction	54 days	Tue 10/10/17	Fri 22/12/17	3
5			Corridor 5	287 days	Mon 31/07/17	Tue 04/09/18	
6			Design & Consultation	167 days	Mon 31/07/17	Tue 20/03/18	
7			Procurement	66 days	Wed 21/03/18	Wed 20/06/18	6
8			Construction	54 days	Thu 21/06/18	Tue 04/09/18	7
9			Town Centre	346 days	Mon 04/12/17	Mon 01/04/19	
10			Design & Consultation	200 days	Mon 04/12/17	Fri 07/09/18	
11			Procurement	66 days	Mon 10/09/18	Mon 10/12/18	10
12			Construction	64 days	Wed 02/01/19	Mon 01/04/19	11



Project: Overall Programme
Date: Fri 09/12/16

Task | Split | Milestone ◆ | Summary | Project Summary | External Tasks | External Milestone | Inactive Task | Inactive Milestone | Inactive Summary | Manual Task | Duration-only | Manual Summary Rollup | Manual Summary | Start-only | Finish-only | Deadline | Progress

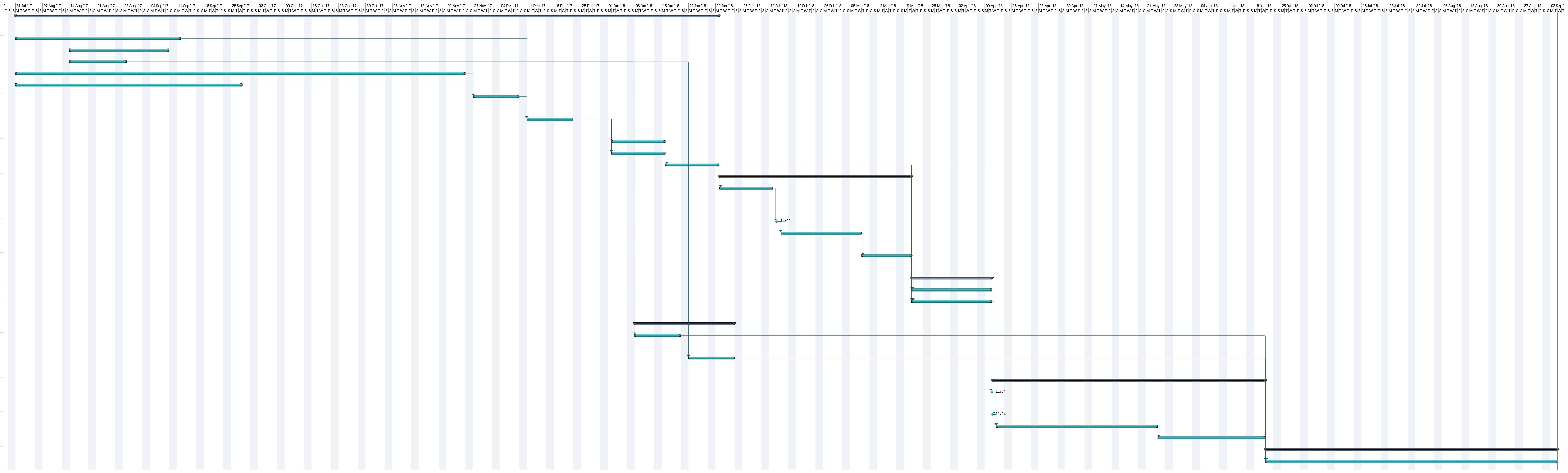
ID	ℹ	Task Mode	Task Name	Duration	Start	Finish	Predecessors
1			Corridor 1 Prelim/ Detail Design	123 days	Tue 03/01/17	Thu 22/06/17	
2			C3 Utility Requests	31 days	Tue 03/01/17	Tue 14/02/17	
3			Topographical Surveys	20 days	Tue 03/01/17	Mon 30/01/17	
4			3rd party land acquisitio	84 days	Tue 03/01/17	Fri 28/04/17	
5			Ecology Reviews	11 days	Tue 03/01/17	Tue 17/01/17	
6			Prelim/ Detail Design	83 days	Tue 03/01/17	Thu 27/04/17	
7			Signing Strategy & Desig	43 days	Tue 03/01/17	Thu 02/03/17	
8			Client Review & Comments	10 days	Mon 27/03/17	Fri 07/04/17	6,7
9			Finalise preferred prelim design with topo	10 days	Mon 10/04/17	Fri 21/04/17	2,3,8
10			Prelim design pricing	10 days	Mon 24/04/17	Fri 05/05/17	9
11			RSA 2	10 days	Mon 24/04/17	Fri 05/05/17	9
12			Designers Response	10 days	Mon 08/05/17	Fri 19/05/17	11
13			Consultation	35 days	Mon 22/05/17	Fri 07/07/17	
14			Prepare consultation material following prelim/ detail design	10 days	Mon 22/05/17	Fri 02/06/17	12
15			Consultation event	0 days	Mon 05/06/17	Mon 05/06/17	14
16			Consultation Comments Period	15 days	Tue 06/06/17	Mon 26/06/17	15
17			Review consultation comments	9 days	Tue 27/06/17	Fri 07/07/17	16
18			Contract Documents	15 days	Mon 10/07/17	Fri 28/07/17	
19			Prepare CDM Documents	15 days	Mon 10/07/17	Fri 28/07/17	12,17
20			Prepare Tender Documents	15 days	Mon 10/07/17	Fri 28/07/17	12,17
21			Advance works	25 days	Mon 23/01/17	Fri 24/02/17	
22			Vegetation / site clearance	15 days	Mon 23/01/17	Fri 10/02/17	5
23			Ecology Mitigation Works	10 days	Mon 23/01/17	Fri 03/02/17	5
24			Procurement	51 days	Mon 31/07/17	Mon 09/10/17	
25			Issue detail design package	0 days	Mon 31/07/17	Mon 31/07/17	12
26			Issue Tender Documents	0 days	Mon 31/07/17	Mon 31/07/17	19,20
27			Tender process	6 wks	Tue 01/08/17	Mon 11/09/17	25,26
28			Mobilisation	20 days	Tue 12/09/17	Mon 09/10/17	27
29			Construction	54 days	Tue 10/10/17	Fri 22/12/17	
30			Main Works	54 days	Tue 10/10/17	Fri 22/12/17	28,22,23



Project: Corridor 1 a
Date: Fri 09/12/16

Task | Split | Milestone ◆ | Summary | Project Summary | External Tasks | External Milestone ◆ | Inactive Task | Inactive Milestone ◇ | Inactive Summary | Manual Task | Duration-only | Manual Summary Rollup | Manual Summary | Start-only | Finish-only | Deadline | Progress

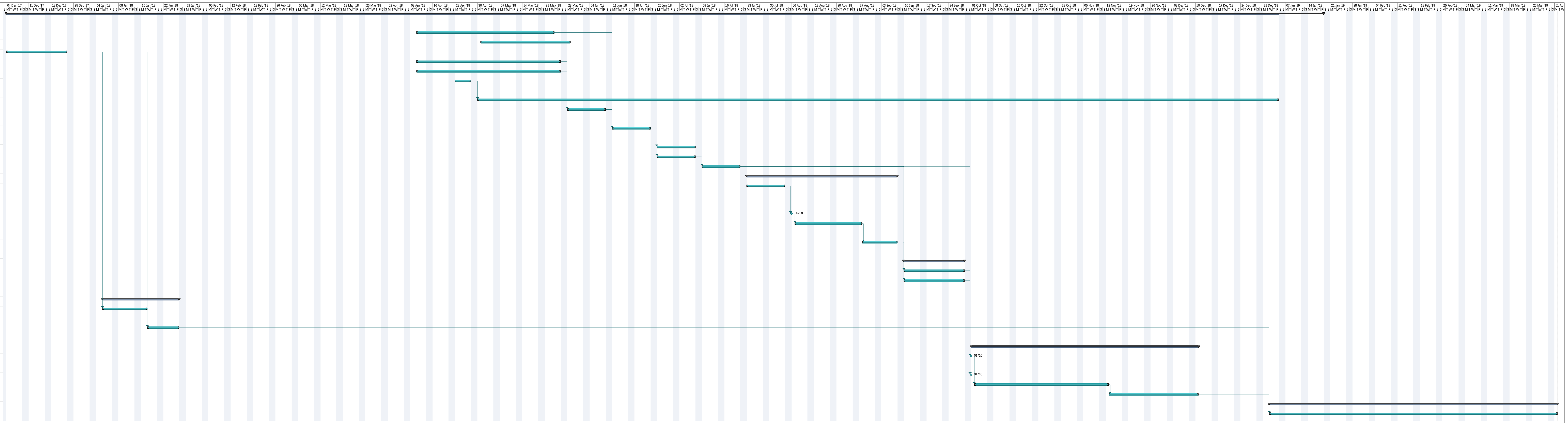
ID		Task Mode	Task Name	Duration	Start	Finish	Predecessors
1			Corridor 5 Prelim/ Detail Design	131 days	Mon 31/07/17	Mon 29/01/18	
2			C3 Utility Requests	31 days	Mon 31/07/17	Mon 11/09/17	
3			Topographical Surveys	20 days	Mon 14/08/17	Fri 08/09/17	
4			Ecology Reviews	11 days	Mon 14/08/17	Mon 28/08/17	
5			Prelim/ Detail Design	85 days	Mon 31/07/17	Fri 24/11/17	
6			Signing Strategy & Desig	43 days	Mon 31/07/17	Wed 27/09/17	
7			Client Review & Comments	10 days	Mon 27/11/17	Fri 08/12/17	5,6
8			Finalise preferred prelim design with topo	10 days	Mon 11/12/17	Fri 22/12/17	2,3,7
9			Prelim design pricing	10 days	Tue 02/01/18	Mon 15/01/18	8
10			RSA 2	10 days	Tue 02/01/18	Mon 15/01/18	8
11			Designers Response	10 days	Tue 16/01/18	Mon 29/01/18	10
12			Consultation	36 days	Tue 30/01/18	Tue 20/03/18	
13			Prepare consultation material following prelim/ detail design	10 days	Tue 30/01/18	Mon 12/02/18	11
14			Consultation event	0 days	Wed 14/02/18	Wed 14/02/18	13
15			Consultation Comments Period	15 days	Thu 15/02/18	Wed 07/03/18	14
16			Review consultation comments	9 days	Thu 08/03/18	Tue 20/03/18	15
17			Contract Documents	15 days	Wed 21/03/18	Tue 10/04/18	
18			Prepare CDM Document	15 days	Wed 21/03/18	Tue 10/04/18	11,16
19			Prepare Tender Documents	15 days	Wed 21/03/18	Tue 10/04/18	11,16
20			Advance works	20 days	Mon 08/01/18	Fri 02/02/18	
21			Vegetation / site clearance	10 days	Mon 08/01/18	Fri 19/01/18	4
22			Ecology Mitigation Works	10 days	Mon 22/01/18	Fri 02/02/18	4
23			Procurement	51 days	Wed 11/04/18	Wed 20/06/18	
24			Issue detail design package	0 days	Wed 11/04/18	Wed 11/04/18	11
25			Issue Tender Documents	0 days	Wed 11/04/18	Wed 11/04/18	18,19
26			Tender process	6 wks	Thu 12/04/18	Wed 23/05/18	24,25
27			Mobilisation	20 days	Thu 24/05/18	Wed 20/06/18	26
28			Construction	54 days	Thu 21/06/18	Tue 04/09/18	
29			Main Works	54 days	Thu 21/06/18	Tue 04/09/18	27,21,22



Project: Corridor 1 a
Date: Fri 09/12/16

Task
Split
Milestone ◆
Summary
Project Summary
External Tasks
External Milestone ◆
Inactive Task
Inactive Milestone ◇
Inactive Summary
Manual Task
Duration-only
Manual Summary Rollup
Manual Summary
Start-only
Finish-only
Deadline
Progress

ID		Task Mode	Task Name	Duration	Start	Finish	Predecessors
1			Town Centre/ Detail Design	295 days	Mon 04/12/17	Fri 18/01/19	
2			C3 Utility Requests	31 days	Wed 11/04/18	Wed 23/05/18	
3			Topographical Surveys	20 days	Tue 01/05/18	Mon 28/05/18	
4			Ecology Reviews	15 days	Mon 04/12/17	Fri 22/12/17	
5			Prelim/ Detail Design	33 days	Wed 11/04/18	Fri 25/05/18	
6			Signing Strategy & Desig	33 days	Wed 11/04/18	Fri 25/05/18	
7			TRO Document Preparation	5 days	Mon 23/04/18	Fri 27/04/18	
8			TRO Process	180 days	Mon 30/04/18	Fri 04/01/19	7
9			Client Review & Comments	10 days	Mon 28/05/18	Fri 08/06/18	5,6
10			Finalise preferred prelim design with topo	10 days	Mon 11/06/18	Fri 22/06/18	2,3,9
11			Prelim design pricing	10 days	Mon 25/06/18	Fri 06/07/18	10
12			RSA 2	10 days	Mon 25/06/18	Fri 06/07/18	10
13			Designers Response	10 days	Mon 09/07/18	Fri 20/07/18	12
14			Consultation	35 days	Mon 23/07/18	Fri 07/09/18	
15			Prepare consultation material following prelim/ detail design	10 days	Mon 23/07/18	Fri 03/08/18	
16			Consultation event	0 days	Mon 06/08/18	Mon 06/08/18	15
17			Consultation Comments Period	15 days	Tue 07/08/18	Mon 27/08/18	16
18			Review consultation comments	9 days	Tue 28/08/18	Fri 07/09/18	17
19			Contract Documents	15 days	Mon 10/09/18	Fri 28/09/18	
20			Prepare CDM Document	15 days	Mon 10/09/18	Fri 28/09/18	13,18
21			Prepare Tender Documents	15 days	Mon 10/09/18	Fri 28/09/18	13,18
22			Advance works	18 days	Wed 03/01/18	Fri 26/01/18	
23			Vegetation / site clearance	10 days	Wed 03/01/18	Tue 16/01/18	4
24			Ecology Mitigation Works	8 days	Wed 17/01/18	Fri 26/01/18	4
25			Procurement	51 days	Mon 01/10/18	Mon 10/12/18	
26			Issue detail design package	0 days	Mon 01/10/18	Mon 01/10/18	13
27			Issue Tender Documents	0 days	Mon 01/10/18	Mon 01/10/18	20,21
28			Tender process	6 wks	Tue 02/10/18	Mon 12/11/18	26,27
29			Mobilisation	20 days	Tue 13/11/18	Mon 10/12/18	28
30			Construction	64 days	Wed 02/01/19	Mon 01/04/19	
31			Main Works	64 days	Wed 02/01/19	Mon 01/04/19	29,24



Project: Corridor 1 a
Date: Fri 09/12/16

Task | Split | Milestone ◆ | Summary | Project Summary | External Tasks | External Milestone ◆ | Inactive Task | Inactive Milestone ◇ | Inactive Summary | Manual Task | Duration-only | Manual Summary Rollup | Manual Summary | Start-only | Finish-only | Deadline | Progress